

MAGAZINE ANCE





**NEW RS3** We test QST's M-Cantronic upgrade



**B8 S4** 493bhp wide-arch saloon packed with tech goodies





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#### Welcome to AudiTuner



t the time of writing, I've just returned from our very first AudiTuner event - VAG Tuner Expo and all I can say is, wow! Considering this was a brand-new show, we were all blown away by the response. Not only was the Donington Exhibition Centre jam-packed with stunning Audis and VWs (plus the odd SEAT and Skoda), the trade support was amazing. It really was a who's who of the UK aftermarket industry, showcasing the fantastic products that are available for the kind of cars we love to tune. Perhaps the kindest compliment we received was that it felt like a well-established event, so we're very pleased. Huge thanks to everyone that helped to make the Expo a success, from the clubs, to the traders, and of course, the show goers themselves. See it for yourselves on page 66.

We've got another feature-packed issue for you this month, with a diverse range of Audis, kicking off with JNL Racing's rare Ur-S6 avant that's packing serious fire-power and one of the best looking engines we've seen in a long time. There's an 800bhp C6 RS6; we road-test QS Tuning's MTMtuned RS3 and there's a subtle, wide-bodied B8 S4.

Finally, be sure to check out our revamped website – it's now easier to navigate and fully responsive on all devices. Head to www.audituner.com for the latest news, to subscribe to the magazine and to access our online shop.

Enjoy the issue.

Davy Lewis, Editor

#### SUBSCRIBE!

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#### This Issue wouldn't have been possible without:

The guys at TTS Roadsport, Santa Pod, Forge Motorsport and everyone who supported us at VAG Tuner Expo





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## FRONT END

## **New R8 hits** the showrooms









he second generation R8 has gone on sale in the UK and the response has been extremely positive. It's always hard to fully appreciate the lines and subtle design cues of a new car until you actually see it, but the R8 is one of those cars that looks even better in the metal. With selected show rooms getting their allocation of cars, there's more reason than ever before to pop into your local dealer to have a look for yourself - we'll be heading to Bristol Audi to sample their demonstrator very soon.

Choose between the 532bhp version at £119,500 and the 602bhp Plus model at £134,500. The Plus will hit 62mph from rest in a claimed 3.2sec and go onto a top end of 205mph. With some very desirable options to choose from including laser headlights, B&O audio and the Plus Sport pack offering magnetic ride, dynamic steering and sports exhaust, the new R8 is set to be a big hit with Audi fans.



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P24: Ur-S6 Stunning estate packs a punch





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## IN BRIEF



#### **OUR NEW WEBSITE IS LIVE**

After a few teething problems, we've given our website a refresh. It's now fully responsive on all devices, including smart phones and tablets, which is where most people do their web browsing. It's a very simple to navigate blog format that makes subscribing easier than ever before. We'll be updating it daily with the latest news, plus adding guides and tech features. Head to www.audituner.com to see for yourself.

#### **R8 TO GET RS3 ENGINE?**

The new R8 will be available with the same 2.5 TFS1 5-cylinder engine used in the current RS3, that's according to our source close to Audi. With no V8 model in the line-up, the smaller capacity engine will make the R8 cheaper and more fuel efficient than its big V10 brother. Although there's been no official word on this

potential engine usage, it does make sense. It's a fantastic unit, that can be turned up to over 400bhp with a simple remap. With further tuning work, we'd expect 500+bhp to be a realistic figure, and of course, being a turbo, there's potential for a lot more. A forced induction R8 from the factory? We like the sound of that...





## LIFESTYLE

Watches, clothing, models and more...

#### **S1 PIKES PEAK MODEL**

This is a 1:18 scale of the Audi Sport-Daniels Communications S1, driven to a record time of 11:19.2 at Pikes Peak in 1986, by Bobby Unser. A stunning Top Marques Collection limited edition of 500 pieces, this large resin model is supplied on a quality plinth. AT readers also receive a 10% discount if mentioned when ordering.

Price: £175

From: www.racingmodels.com

#### **BELSTAFF ROADMASTER JACKET**

Inspired by the iconic Belstaff Trailmaster jacket, the new, slimmer Roadmaster, features the iconic Belstaff patch on the sleeve, along with four front pockets, and belt. A high quality practical, yet very stylish, premium waxed jacket that's steeped in British history. Perfect for those cold winter days and nights.

Price: £549

From: www.aphrodite1994.com

#### **BREITLING SUPEROCEAN M2000**

This stunning looking timepiece features a stainless steel case and black leather strap, with black dial and three sub dials. It displays the date at the four o'clock position, has quartz movement, a case diameter of 46mm and is water resistant to 2000m. Another fine piece from Swiss watch specialists, Breitling.

Price: £3,620

From: www.beaverbrooks.com

#### **BARBOUR T-SHIRT**

This casual t-shirt from Barbour features a retro motorcycle theme that harks back to the glory days of the 1953 ISDT display team. A stylish, very well made item from a quality UK brand.

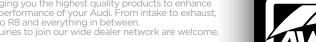
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From. www.barbour.co.uk





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## DRIVEN MAD



This month the Ed has been thinking about speeding...



ost of you have probably seen the recent news about a chap sent to jail for 28 months for doing 192mph in his RS6. He filmed it as he drove on the A45 in Northants and posted it on YouTube. Social media has been buzzing with comments – from the predictable "what an idiot" to "two years was a bit harsh" and everything in between. Now, clearly this was a stupid thing to do. However, it does raise the question of ever increasing power figures.

With new Audis leaving the showroom with almost 600bhp and many just a few tweaks away from 700+bhp, it's never been easier to go incredibly fast. Put it this way, a tuned RS6 is capable of hitting 150mph in the time it takes most cars to get to 60. And with many capable

carriageway; or the ability to overtake swiftly and safely, so the time exposed to danger is reduced – it's power that is used responsibly and where appropriate, according to weather conditions, traffic and time of day. I'd estimate that 99 percent of you reading this would agree.

So, what is the point of having a highly tuned car?

Well, if you look at it a certain way, let's call it the *Daily Mail* view, then there is no point. Cars with big, powerful engines capable of high speeds are dangerous and kill people. The end. This is of course piffle.

People tune their cars because it's their hobby. It allows them to immerse themselves in an exciting and vibrant world, that's dedicated to cars. They can fire up their RS6 and go for a top speed run up the A45. Quite aside from the legal implications of doing so, it's not something most people want to do.

More than anything else, top speed runs are just another form of willy waving. Unless you're at a proper test day or VMax type event on a long airfield with full safety crew etc, then it really is overrated.

I've done 170mph on an airfield and at that speed things happen very quickly. A cross wind can easily knock you off course; brakes and tyres quickly find their limits and you need to be very focused. Once you get up to a certain speed, it's no longer fun. It becomes serious as you have to concentrate – hard. All this so you can tell your mates you did 169.4mph. Doesn't really make it worth the effort.

If you simply have to go flat-out fast on the road, then head to Germany and hit the autobahn. While you're at it, you could pay a visit to the Nürburgring – although I wouldn't advise attempting go flat-out there, not unless you're a Nordschleife expert or fancy an extreme close up of some expensive Armco.

For me, accelerating quickly is far more thrilling than top speeds.

Nailing the throttle for a quick burst of power that makes you smile as you take the long way home from work. A second gear exit from a roundabout that gets the engine singing as you join a dual carriageway. Relatively low speed thrills that remind you why you love your Audi. Not some ill judged white knuckle ride just to show off how fast you went.

Then there's the off road stuff. Launching as hard as you dare at Santa Pod as you chase the best quarter mile times. Taking your car to a proper track and giving it full beans on a dedicated track session. There are any number of sprints, hill climbs and autotests that you can have a go at too.

I'm not suggesting we all drive everywhere at 30mph. Of course not. Performance cars are there to be enjoyed. But let's keep it sensible folks.

## "It's never been easier to go incredibly fast"

(in theory) of speeds of almost 200mph, it's a wonder more people aren't in jail. Except it isn't.

You see, just because you have the potential to drive at ridiculous speeds on the road, doesn't mean you do it. Plenty of us run cars with big power that can accelerate quickly. A quick squirt from 30 to 70mph joining a dual

indulge their passion with like minded people as they strive to improve the dynamics of their pride and joy. They spend many hours and a lavish a huge amount of money on something they love. They respect their cars, value their licence and their liberty. Although many are interested in power and torque figures, they are not about to

## Y

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## INBOX Your comments and thoughts



#### Show your appreciation

Hi AudiTuner, thanks for putting on a great first event. I travelled down from Scotland for VAG Tuner Expo and I was impressed that you'd got so many quality tuned Audis together. The Top 20 Power Select had me drooling like an idiot. Star of the show, for me, was the EPS Motorsport quattro - an unbelievable machine. Well done on such a top show; it was so refreshing to see some proper tuned cars, rather than the usual stanced stuff. Neil, via email



It maybe just me - but I find it frustrating that the performance figures in the magazine are in PS and not bhp. Thought I would give my feedback on a otherwise great magazine. Michael, via facebook

We started using PS as many tuners, as well as Audi themselves, quote it and it made life easier. But we agree, it should be bhp in a UK mag, so I think in future, if we try to use both, we should keep everyone happy. Unless you want whp, kW or hp?



#### 1000bhp club

I read with great interest your news piece on the MRC Tuning C6 RS6 that has made over 1000bhp. I have long suspected that this would be possible given the inherent strength and large capacity of the bitrubo V10, but I'd like to know what it actually feels like. I have driven a 700bhp RS6 and that felt ridiculously quick, so the mind boggles as to what an extra 300-odd would be like!? I hope you will be testing it and reporting back in the magazine soon.

#### Simon, via email

We are on the case - see next month's mag!



#### Retro lover

Had to email you guys to say, nice work! The Audi 90 featured in issue 010 is the best car you've featured so far. I remember those things back in the 80s (giving my age away here!) and even owned a couple. To see one transformed into something that can out-gun supercars, but still looks like a normal 80s saloon made me smile. Big respect to the owner, Stuart and VRS Northampton for creating such a memorable car. Colin, via email



#### Rally good, chaps

I loved the Rallyday report last issue - especially seeing four short Sports all together; wish I'd been there now. I have to ask, did you get to meet Ari Vatanen? He's a hero of mine and I'd love to know what he's like in person.

#### Matt, via email

Rallyday is indeed an excellent day out and comes highly recommended. We did get to rub shoulders with Ari in the VIP area, but it was AudiTuner contributor, Jamie Arkle, that hit the jackpot. He was tasked with looking after Ari on a night out in Bath before the event. To say he came back excited was an understatement; apparently he was a true gent with a very dry sense of humour.

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ramair-filters.co.uk +44(0)1980 635300 We interview the big players in the performance Audi scene to find out what they do, and what's new...

#### We chat to Ben Thompson, aftermarket sales manager at Eibach...

Tell us a bit about what you do at Eibach... I am the Aftermarket Sales Manager and look after all aspects of our performance chassis upgrade options for cars, vans, motorcycles and of course motorsport applications. It is my job to work with our UK retailers and tuners to ensure they are kept up to date with new products and innovations in our range, and of course to provide them with a first class service! I also have a dedicated team who work with me and specialise in providing technical advice, backup and supply of private label/exclusive products along with race spring solutions throughout the UK and Europe.

#### How long does it take to develop a performance spring for a new car?

To create a completely new chassis product can take months of engineering and development work as you can imagine. We do pride ourselves though in the fact that we work with a number of OE manufactures and as such this gives us an insight to chassis specifications and of course the dynamics. This is done in-house here in the UK as well as our German and American production facilities.

Here in the UK we are currently designing and prototyping a number of kits for the new Civic Type R and an exclusive kit for the B7 RS4! There is of course an approval process for these kits and as an example recently we took VW and Skoda UK to Bruntingthorpe Proving Ground for them and a number of Police and Ambulance Authorities, to sign off on a GVW enhancements kit for the Emergency Service vehicles for the Skoda Octavia chassis. So it's not all paperwork and CAD!

#### Tell us about your most popular product(s)...

That is an easy one, without question it is our Pro Kits and Sportline spring kits. They are what we are most famous for and it is the performance attributes of these kits we are most happy with. Our ethos with these kits first and foremost is the improvement in handling. Chassis dynamics are always a compromise between handling and ride quality. We endeavour to shift this balance more towards the handling end of the spectrum, but at the same time work to retain a suitable ride characteristic.

To achieve this we often design in a progressive element to the spring so that during normal everyday driving the ride will remain compliant, but when you 'press on' the stiffer section of the spring will come into play. These kits are closely followed by our Pro Spacers and are always popular with those seeking to achieve a wider track on a

front wheel drive car for better turn in feel and balance, to sort out an offset issue with an aftermarket wheel, but also simply for those looking to finish off the look of the car by filling out the arches. Certainly on the VAG chassis our anti roll bars continue to prove to be the handling upgrade of choice. Not only do we offer adjustable rate bar kits for the latest A3 chassis but they are also made from hollow steel to keep the weight to a minimum, something our nearest competitors cannot offer.

### What's the difference between a cheap lowering spring and an Eibach performance spring?

Where to start! The list is huge but we like to inform our customers that first and foremost it is very easy to design a lowering kit for a car... but a performance kit can take weeks, especially as the modern cars, like Audi's are so good 'out of the box'.

With our kits we also manufacture them from the exact same steel we use when making springs for Formula 1 and other high end motorosports, not many manufacturers can boast that. Each spring is heat treated to remove stress in the steel, shot peened and then powder coated too for a long life. Each new design is also taken through 500,000 complete cycles and then subjected to 500 hours of salt spray testing before sign off. We have spent 65 years modifying and perfecting these processes, all of which give us the confidence to offer a 5 year warranty on all our spring kits

#### Which is your biggest international Audi market?

Aside from our Global supply directly to Audi themselves as for their high performance models, it would have to be the UK for sure on springs and anti roll bar kits. With the new MQB chassis now well established here this will only continue to increase over the next few years.

#### What new products are planned?

As already mentioned our special design B7 chassis RS4 spring kits, but we will soon expand this to include other RS models as exclusive UK designs. Although we do of course offer springs and adjustable anti-roll bars for the latest RS3 Sportback.

An interesting range of products you may not know about are our Pro Lift kits. These are designed for that extra ride height clearance and superior performance off road. Already available on a few VW chassis' this will soon extend to the Audi range.

What's your current favourite Audi and why? That would have to be the S4 Avant on the B5 chassis. Relatively inexpensive at the moment, certainly not RS4 money, and an appreciating classic without question! Practical, powerful and tunable what more could you want? Plus we do of course offer a vast range of performance products for it too, including our Pro Street S coilovers.

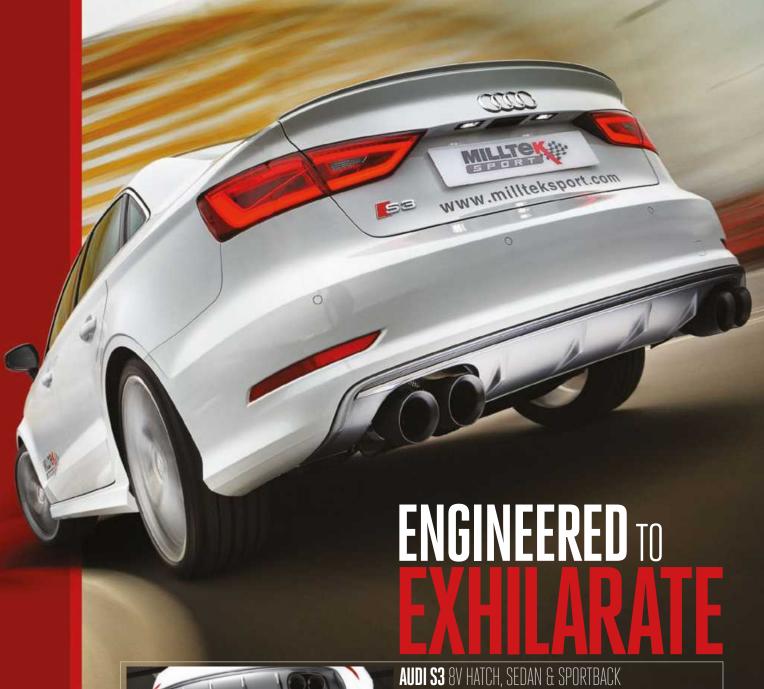
You always have a strong presence at shows; what do you think of the UK Audi/VW scene? The VW scene is very well established indeed, although there seems to always be room for more of them. It would be nice to see an Audi specific one and indeed we went along to the Bilstein Audi BBQ show back in September, but I was really impressed with Audi Tuner's own event, VAG Expo a few weeks ago. Great crowd and some simply stunning metal on show, we will be back next year for this one!

#### Talk us through your average day...

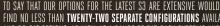
Each day can be so different. Speaking to and visiting dealers, or with my head underneath a feature car or even a Police dog van! I could be driving down to Milton Keynes to visit VW UK or standing out in the freezing cold at Bruntingthorpe testing vehicle dynamics, helping to fit parts, or just moving cones around – you name it!



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udi has unveiled 'Performance' versions of its range-topping RS6 and RS7. The new models represent the very pinnacle of RS performance, boasting more power, and additional extras, with some highly desirable options available.

First to the power. Both cars now make an impressive 605PS (597bhp) from their 4.0 biturbo V8s. The extra grunt has been unleashed with recalibrated ECU software, giving increased RPM and boost pressure, giving these two heavy hitters an even more potent punch. Not so long ago, figures reaching around 600bhp were the preserve of supercars and the tuning elite. The fact a mainstream manufacturer has gone this far shows how serious Audi is about satisfying customers' thirst for power.

Performance has increased along with the power – the o-62mph dash now claimed to be achievable in just 3.7sec. Let that just sink in for a moment. This is a standard, two-ton, estate car (okay, the RS7



• RS6 and RS7 Performance models are available to order now, with deliveries expected in February.

Sportback will match it). The Dynamic Plus pack removes the speed limiter and a top speed of 189.5mph is said to be achievable, where conditions and laws permit (that's be the autobahn then!). An overboost function allows the 700Nm of torque to be increased to 750Nm - handy!

Both cars receive some styling additions, most notable of which are the new alloys. These striking wheels are a beefy 21in and fill the large arches nicely. The front bumpers now feature new intakes, while an aggressive valance brings up the rear.

Inside both RS6 and RS7 are well equipped as standard, but the 'Performance' versions are offered with a black and blue Alcantara and leather combination, with matching stitching on the arm rests, centre console and mats. The inlays feature carbon with a blue or red thread.

"A top speed of 189.5mph is said to be achievable..."

The integrated damping control varies as a function of the road conditions, driving style and the mode chosen in Audi drive select. As an alternative, the tauter RS sports suspension plus with Dynamic Ride Control (DRC) is also available, and both set-ups can be complemented by optional dynamic steering with a continuously variable steering ratio.

The driver can modulate the function of key components using Audi drive

select, including the steering, engine and sound management, the tiptronic transmission and the sport differential. The RS Performance models, like the all-new R8 sports car, make the Audi drive select configuration process even quicker and easier by enabling the driver to switch between the auto, comfort, dynamic and individual modes without taking eyes off the road using a special button on the RS imultifunction steering wheel.





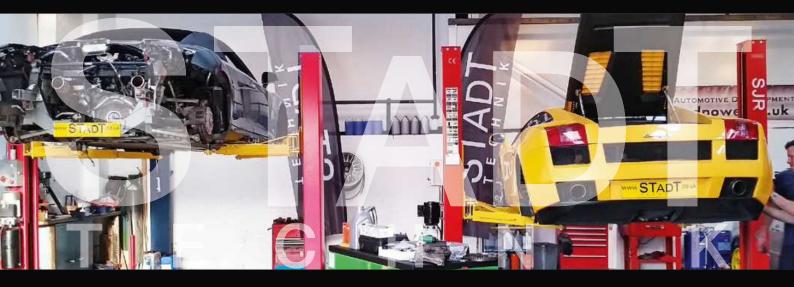
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Words Davy Lewis Photography Matt Dear

# ESTATE CENTRAL DE MANDE

JNL Racing has created this highly-tuned 650+bhp monster of an avant – surely the finest Ur-S6 in the world...

first met JP, the main man at JNL Racing, at Santa Pod back in 2009. I was working on the now defunct Redline magazine and we'd got together a selection of the UK's fastest tuned cars to go head-to-head in our Fight Club event. The premise was simple; entrants had to take part in two disciplines – a quarter mile and then a handling course - with the best overall time winning the day. Several Audis took part including Dialynx's black SWB quattro and TTS Roadsport's TT RS, but the one that stood out was a humble estate. This stock-looking S6 seemed a bit out of place among the track prepped competition - which made it all the more impressive when JP proceeded to kick the arse out of it, laying down some impressive times in the process. All of which he did with a smile on face. Here was a man who clearly didn't take it too seriously. However, when it comes to tuning, he is deadly serious.

Specialising in bespoke, hand-crafted cylinder head work and engine builds, JP has carved out an enviable reputation. Although VAGs feature heavily, he works on anything and has customers all over the world; working with anything from old school E-Types to the latest Japanese, European and US brands.

I bumped into JP just before we launched AudiTuner and said I'd love to feature the S6 when it was ready. It had come on a bit since the first shootout, that's for sure. JP said he'd love a feature – especially if it made the magazine on sale in December as that's his 40th birthday. So, here you go, JP – many happy returns!

With so many Ur-S6s pulled apart to scavenge their engines it's not easy to find a stock car, let alone a 650+bhp weapon that'll worry most supercars. "There are only 55 cars left on the road in the UK, and 85-90 left in total," says JP. So what made him choose such an unorthodox Audi as a project?





Far right: Engine bay is a work of art Below right JNL custom inlet Bottom left Heat management has been taken seriously

"I had an Audi 200 running a tuned 10v engine, but it caught fire and I needed something else," he recalls "A mate had an S6 and I fancied an estate, so began looking for one. I found this one for sale for £2.5k and jumped on it quick." From here the engine work came thick and fast as JP focused on creating a fast daily driver. "Being a daily, all the work had to be done over the weekends so that I had the car ready for the Monday school run," he laughs.

The 20v engine was tuned with a ported head, uprated rods, a 63 hotside 3076 turbo on Wagner manifold, and SFS hoses as boost pipes. It made over 500bhp and offered plenty of fun. But, the constant flow of work on other fast Audis got him thinking.

"I built one of the UK's most powerful B5 RS4s; I think it still holds the record on MRC Tuning's dyno with around 780bhp and 1000Nm," he smiles. "I did a 3.0 litre stroker kit and that car made me stop and say, 'Why am I building all these fast cars for others and not doing my own?" The RS4 had certainly made an impression. "You know that feeling as a passenger in a really quick car when the driver accelerates and you feel a bit sick and light headed - it catches you off guard. Well, I had that as the driver in the RS4! I decided that's what I wanted to achieve in my S6."

The engine itself is based around a 2.5 diesel block, which effectively created a stoker kit (the original was a 2.2 of course). Clearly a diesel block is designed to run in a diesel configuration, so JP welded up any holes and channels that were not required and added holes for the stuff he did need. Custom Pauter rods and JE pistons from a petrol engine were then added. The whole build needed to be bullet proof, so Mahle motorsport bearings were added plus a main girdle to prevent bowing at high RPMs.

Key to this estate's sleeper nature is the fact that, to most people, it looks pretty innocent. Aside from the 9x18in Rotiforms, which necessitated the custom wide arches being fabricated by Ish and the crew at Quattro Coachworks, this looks to all intents and purposes like any other mid-90s Audi estate. This is just how JP likes it.

"When I drive it through a village, people turn to see where the noise is coming from but don't even look twice at the car - they're looking for something that looks like this sounds!" With a 3.5in







exhaust and 2.25in screamer pipe, it certainly makes all the right noises, just in a discreet package. But, as we all know, appearances can be deceptive.

Drop the hammer in this sedate looking Audi and it'll attempt to head-butt the horizon at a startling rate. Having experienced the all out mayhem of 650bhp, JP has temporarily turned it down a few notches to an estimated 520bhp. And the rest of the car has been suitably uprated to ensure it's provides a stable and safe ride. "It got to 650bhp with a slipping clutch, but there was nowhere you could properly open it up without getting into trouble," he smiles.

I ask JP what it feels like when you really drive it hard at 650bhp. he pauses for thought, then says, "To be fair, I think my youngest son summed it up best when he was about ten," he continues, "I launched it hard and he said it felt like his willy had gone into his back!" An unconventional response perhaps, but then that's JP all over.

You get the feeling that he tells it like it is, with no bullshit. If something proves to work well, then he's the first to praise it. But equally, if something doesn't do what it says it will, he'll be brutally honest. This sort of candour is refreshing in a scene that can attract people who like to make unsubstantiated claims, especially when it comes to power figures. But, JP has earned the tight to question things. He tests everything he does - often to destruction - to ensure that any upgrades not only deliver the goods, but also stay in one piece. As he says, "You need to blow things up to find the limits.



There are very few UrS6s left now, so here are three other S6 variants to consider...



#### C5 S6 1999-2003

This 4.2 V8-powered S6 arrived in 1999 and went down a storm. The beefy V8 gave 335bhp and made all the right noises. The only downside was that tuning the NA lump was tricky and it liked a drink. Fewer and fewer of these around now and many have fallen into the hands of those that can't afford to run them, so if you're after one, be very choosy. Avants are more sought after than saloons.



#### C6 S6 2006-2011

Launched in 2006 the C6 was packing a NA version of the 5.0 V10 from the RS6. This ten-cylinder monster gave it the sound of a supercar, all wrapped up in a very discreet saloon or estate. Loaded with goodies and that fabulous 429bhp engine, we'll never see the likes of these large capacity cars again. Not cheap to run and expensive to fix, they are still very desirable. Available in avant and saloon, if you're after one, make sure it's been well loved and comes packed with options.



#### C7 S6 2011-present

After increasing its capacity with every new model, the latest S6 goes back to its turbo charged roots and back down to a V8. Great news for tuners as the 4.0 V8 twin turbo can easily be cranked up to RS6 levels of grunt. A remap, full exhaust system including downpipes and uprated air filters will see you on the way to 550+bhp with more available depending on how deep your pockets are. Better still, unlike the RS6, you can get the S6 as a saloon, so you could create one of the fastest four-doors around - a true sleeper.



"My S6 has a usable powerband from 3,250 to 8,200rpm..."

How else are you going to know how to improve on the original design?"

While there's no doubt that JP was put on this planet to make cars go fast, he has a very specific focus. Everything must be about making the car perform more efficiently, which in turn makes it faster and more reliable. So although huge turbos combined with a remap and supporting upgrades can achieve eye watering power figures, it's often at the expense of drivability.

"My S6 has a usable powerband from 3,250 to 8,200rpm - I see some of the German tuners with 1200bhp with cars that have nothing until 5,000rpm - that's no use anywhere except on a drag strip," he comments. Part of the reason behind the chosen upgrades (you can see the full list of goodies on the last page) was to show what could be achieved, without simply buying everything that's available. "I saw so many owners on forums going on about how much they'd spent on this and that, and I thought, hang on, you don't really need half of that." So JP set about proving it with his S6 build. In the process it became the demo car for the business.

It's currently running a baseline map that JP did himself, which he says was pretty straightforward using the 2D mapping of the Maxx ECU set up, "It's easier for a non-IT guy like me!" The plan is to start upping the power again now that the rest of the car is ready to take it. ECU legend, Jonus Racing, is due to fly over to the UK to work on a bunch of cars, so JP's S6 will be in very good hands. "This is the final throw of the dice - I won't be re-doing this car again, so it has to be right," he says.





As a cylinder head and engine building specialist, JP's philosophy is to make engines as efficient as possible. Rather than simply bolting on a bigger and bigger turbos, he looks at ways to make more power off-boost with a less spiky delivery, while holding peak power for as long as possible to the redline. For those who are used to the kick of a big turbo coming in at 4,000+rpm, JP's set ups can feel like the car is actually slower, but one look at the speedo will show it's moving faster than the rev counter. By maximising the efficiency of the engine, including the head flow, there's less pressure on the turbo, which in turn will be more responsive, with a wider power band - all the key ingredients of a usable, fast car. As JP says, "The proof is always in the performance - it either goes fast or it doesn't."

With lots of usable power, the brakes and chassis had to be more









than up to the job of keeping this big estate on the road. A set of custom front coilovers were created by JP using shortened Bilstein B8 inserts. Gaz adjustable dampers bring up the rear, together with custom pig-nose springs and an Apikol uprated ARB. 2Bennet adjustable top mounts allow the perfect caster/camber to dialled in for that crisp turn in - not something usually associated with nose heavy 90s Audis. With a full complement of uprated bushes and solid sub frame mounts, this near 20-year old S6 now handles with aplomb. The Wavetrack diffs front and rear certainly help deliver the fun factor - whether launching hard or hitting twisty roads especially with the re-timed factory Torsen unit that JP built up now giving a more rear-biased delivery over stock.

With plans to drive this thing hard on track, JP has wisely upgraded the brakes. The B7 RS4 calipers have been fully rebuilt together with high-temp seals and meaty 360mm discs. With Yellowstuff pads all round and DOT 5.1 fluid, this set up provides ample stopping power.

Inside, this mid-90s estate has been treated to a selection of upgrades befitting something with serious performance. The front seats are the first items that jump out at you. The carbon fixed back buckets look like they came out of a Porsche Carrera GT - but surely not - those things are about £500k now!? "They're actually copies," admits JP, "but they're very good ones. They came out of a Porsche – I got them shipped over from LA Porsche dismantlers in the US." The leather wrapped seats were in decent nick, although JP has changed the colour of the seatbelt guides, before having them recovered in leather and black Alcantara. They really look the part, right at home in the S6's cabin complete with OEM carbon fibre trim. The rears were trimmed to match. One thing you wouldn't see in a 90s estate is a 10.5in tablet fixed to the dash. This wifi-enabled device allows JP to keep an eye on the vital stats via the Maxx ECU.

Having followed the progress of this car for the last six years or so, it's great to see it almost finished. Once the final mapping session has been completed by Jonus Racing, JP is hoping for up to 68obhp on V-Power and 700+bhp on E85. This S6 is beautifully engineered, extremely rapid, highly usable and, like JP himself, a little unconventional. We love it!



Top: One of the finest sleepers vou'll find

#### SPECIFICATION

#### 1996 Audi Ur-S6 Avant

#### **Engine**

Re-engineered 2.5 diesel block and crank, Pauter rods with ARP 625 plus, custom JE coated pistons, mains girdle, ARP mains and headstuds. Mahle Motorsport bearings. baffled sump, Gates Racing timing belt, custom timing belt tensioner, secret spec cylinder head, Jonus Racing camshafts, lightweight flywheel, twin plate tilton for 800ft/ lb, steel crank timing belt pulley, Vernier cam pulley, custom carbon timing cover to clear vernier, tubular Vband manifold, 60mm Tial wastegate, HTA3586 m-spec with tial v-band hotside, 3.5in downpipe and straight through to twin 3in tail, 2.25in screamer with custom made side-exit, custom 4in intake filter housing w/integrated recirc pipe, custom 2 piece intake heatshield with bumper and bonnet cold air feeds, red TFSI coilpack conversion with custom coil cover, custom twin plenum intake manifold, overbored throttle body w/ Linden power coupler, billet fuel rail, 1000cc ASNU injectors, Aeromotive fuel pressure regulator, twin bosch 044 in tank fuel pumps, custom one of header tank, custom designed breather system, electric fan conversion, lambda heatsink, Thermal velocity magma exhaust wrap, PTP turbo blanket, 300x600x76 bar and plate cooler 2.25in in and 3in out, grille mount remote oil cooler, 50mm tial recirc valve, Maxx ECU running 720 sequential injection with 60-2trigger, multi-boost/fuel application, variable fuel pump speed via CAN-bus 10.5in tablet monitoring 5 x egt, exhaust back pressure, boost pressure, oil pressure and temp, coolant temp, air temp, lambda and various other parameters via Bluetooth

#### **Transmission**

Custom geared 01E 6-speed, updated 1-2 slip collar, carbon 1-6 synchros, Wavetrac front diff, retimed factory torsen diff for improved rear bias, custom 3.5in carbon propshaft. Wavetrac rear diff

B7 RS4 8-pot front calipers rebuilt with high temp seals, 360x32mm front discs, refurbed single pot calipers with custom mount 335x32mm rear discs. Yellowstuff pads

#### Suspension

Homemade front coilovers w/custom length Bilstein B8 inserts, Gaz rebound adjustable rear shocks with custom pig nose springs, 2Bennett fully adjustable camber/caster front top mounts, solid front and rear subframe mounts. new oem bushes all round, polyurethane front snubmount and rear diff hanger and mount, 034 track density gearbox mounts, custom delrin/urethane engine mounts, Apikol uprated rear ARB, custom front ARB mounts for improved caster

#### **Wheels and Tyres**

Rotiform Nue 9.5x18in with one-off centre caps, Federal RSR 255/35x18

#### Exterior

Widened arches front and rear, widened bumpers front and rear, debadged trim, colour coded trim, rear wiper delete, custom bonnet air duct, painted custom metallic grey/silver, front and rear cameras linked via wifi to tablet

#### Interior

Porsche Carrera GT style carbon bucket seats retrimmed with logo and Alcantara centres, retrimmed rear Alcantara seat centres and door cards, 20v Ur-quattro custom flat bottom steering wheel with Alcantara centre, custom steering column cover, modified front speaker pods with 4in focal speakers, 17cm Alpine rear speakers, Bluetooth enabled Pioneer headunit, 10.5in tablet

#### Contacts/thanks

JNL Racing www.facebook.com/jnlracing,www.youtube. com/jnlracinguk, www.instagram.com/jnlracinguk, inlracing@gmail.com. Thanks to Ish and crew at Quattro Coachworks for not only doing the most amazing work but also helping to realise my vision, and of course all the friends and family that have assisted and put up with my shit for the existence of the two-ton Bugswatter, with special mention to Karl and Sean





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Above: Bespoke rear diffuser houses the quad pipes

he OEM theme needs no introduction. At its very core is the premise that the manufacturer got it, pretty much, bang on first time (certainly with the styling) and that any upgrades or changes should fit in with the original character of the car. Nowhere is this more respected than in the Audi scene. The Ford and Jap boys may subscribe to the lairier-the-better model of modifying their cars, but as a general rule, this doesn't work on an Audi. Well, not unless you're building a Time Attack car.

So, when I heard about a B8 S4 with a set of wide arches, I was intrigued. The supercharged V6 Audi is nicely proportioned from the factory and I happen to really like the saloon version. I wasn't convinced a set of wider arches would work on a B8. But, after seeing it in the metal, I can confirm, it looks fantastic.

The owner, Nick Bateman, bought the S4 in 2014. It had already had a selection of upgrades fitted including those wider arches; in fact it was the arches and the generally immaculate, low-mileage condition that sold it for him. "It only had 15k on the clock when I got it," he recalls.

The car had been transformed by a local company with a long history of bespoke vehicle conversions. The previous owner had been keen to tune his car,

but in order to keep it under the radar of his missus, everything had to be very subtle so that she wouldn't spot it. He wanted it to look more purposeful and aggressive, but without attracting unwanted attention a tough brief.

The arches themselves are inspired by the B7 RS4. They have a nicely rounded shape - very different to the boxy style of the B8 RS4. To create them involved some skilful metal fabrication, and a lot of man hours went into getting them looking right. The arches are a mix of metal, plastic welding, lead filling and fibreglass, but blend seamlessly with the lines of the S4. The bumpers integrate perfectly and it really does look like an OEM job. "They did a fantastic job with the arches, but when I got the car there was a bit if a mismatch with some of the paint," says Nick. So the panels that were affected were re-done, before the whole car was sent for a comprehensive detailing session.

Elsewhere on the exterior, all of the chrome bits were painted black, including the window and grille surrounds, before a bespoke rear diffuser was fabricated. Grey accents were then used for the mirrors, badges and even on the wheels - "I'm not a fan of diamond cut wheels and thought these would work much better," says Nick.

**B8 S4** 





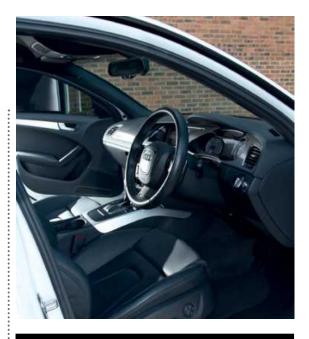


**Above:** Arches subtly extended for that OEM look

With the 9x20in Rotors spaced out 20mm and filling the arches nicely, this S4 has a very planted look. "It previously ran on 8x19in RS6-style alloys, but they were spaced out too far and the handling suffered," says Nick.

Pop your head inside this B8 and you're greeted by that new car smell. It really is immaculate in here; something Nick has worked hard to maintain. Like the exterior, it looks, to all intents and purposes, like a stock S4 but, dig a bit deeper and you'll find some tasty upgrades. The steering wheel is from an RS5, which although similar to the S4s has a chunkier rim with tactile perforated leather. But rather than leave the RS badge, Nick has fitted an S4 item.

One area that Nick felt the car was left wanting was the lack of technology inside. It came without the MMI system or sat nav, which for a gadget freak like Nick, was never going to do. The solution was to fit a touchscreen multi-media system, which would allow him to run navigation, Bluetooth music streaming and wireless smartphone mirroring. The latter upgrade means he can get whatever is on his phone onto the car's display - which includes web browsing, videos and of course the AudiTuner facebook page. Together with DVD and USB multi media inputs and a reversing



"The B8 \$4 is one of those **Audis that responds really** well to tuning"









camera, this S4 now boasts the kind of tech you'd expect as costly optional extras in the latest high end Audis. The beauty of it is that it's all seamlessly integrated into the car's CAN-Bus system and can be operated via the steering wheel controls. He's even retro-fitted cruise control. Clever stuff.

Performance wise, the B8 S4 is one of those Audis that responds really well to tuning. The combination of decent capacity V6 and a supercharger means that some relatively simple tweaks can unleash a whole lot of grunt. At the heart of the upgrades is an MRC Tuning Stage 2 remap, which when matched with a shorter pulley kit, gives this subtle saloon enough firepower to worry supercars. 493ps (486bhp) and 610Nm is not to be underestimated.

Key to the devastating punch of this S4 is the MRC gearbox map. The S-tronic unit has been recalibrated so that is delivers faster shifts and holds onto each gear for longer before changing, as well as offering three-step launch control. Anyone that's experienced a full bore launch in a tuned B8 S4 will know they're pretty brutal, but MRC's set up is even more effective.

Underneath, this S4 has been treated to some chassis goodies to maximise the potential of the engine work. It's used as a regular car, so a set of KW Variant





Left: Retro-fitted touchscreen can link to smartphone for web browsing



I coilovers were fitted, together with H&R uprated anti-roll bars. The ride height has been set so that the 20in wheels sit nicely in the arches, without creating something that's uncomfortable.

As an overall package, this S4 really does tick all the boxes. It's a great looking, well-cared for example that's had some quality tuning and enhancements to realise its full potential. To the man in the street it simply looks like a very nice Audi, which is exactly what Nick wanted. Most wouldn't expect this innocent looking saloon to be packing almost 500bhp, which makes it all the sweeter when Nick does properly open it up. No wonder it has such wide appeal. 🗖



Top: A blast though the autumn leaves



#### **SPECIFICATION**

#### Audi S4 B8 2009

#### **Engine**

3.0 V6 TFSI MRC Stage 2 remap, free-flow air filter in modified airbox, upgraded supercharger pulley, high-grip belt, silicone intake pipe

493ps (485bhp) and 610Nm

#### **Transmission**

S-Tronic MRC remap with 3 step launch control, raised shift points, sharper/smoother gear changes

Stock S4

#### Suspension

KW Variant 1 coilovers, H&R uprated ARBs

#### Wheels and Tyres

20mm H&R TRAK+ DRA hubcentric spacers, 9x20in ET26 RS4/5 'rotor' alloys painted 2-tone (not diamond-cut), 265/30 ZR20 R01 Pirelli PZero tyres

#### Exterior

Wheel arch extensions (wide-body conversion, making use of metal & fibreglass, plastic welding, metal plating, lead filling), bespoke arch liners, bespoke rear 'diffuser' (fabricated from original valance), trim de-chromed (windows surrounds, front grille, front lip spoiler, rear valance, badges, trim), matt gunmetal grey accents to wheels, mirrors, Audi emblems, window tints

#### Interior

Standard S4 trim with Milano leather & hidden OEM ICE upgrades (touchscreen overlay, SD-card based sat nav, USB multi-media input, DVD player input, reversing camera, Video In Motion, A2DP Bluetooth music streaming, Wireless Smartphone mirroring, CAN-Bus integration with steering wheel controls

#### **Tuning Contacts**

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lot more be squeezed from this mid-sized powerhouse.

QS Tuning are one of the first UK Audi specialists to take delivery of a new RS3. Main man, Kim Collins, saw the potential and wanted to create a package of upgrades to show just what the car is capable of. We introduced it in our Projects section two issues ago, but I haven't been able to experience it with the freshly installed MTM M-Cantronic system. So I took a trip over to Haywards Heath to catch up with QST and their new development car.

In standard trim, the RS3 is no slouch. In Dynamic mode, the 2.5 TFSI provides ample punch, allowing you to really press on. The quattro drive system, matched with the S-tronic box makes rapid progress a doddle with crisp upshifts and fast downshifts; punctuated by a snarl from the engine



as it blips the throttle. With the optional sports exhaust, the noise is terrific. In fact, Kim says he's amazed it got signed off by Audi, such is the howl from the system. Having driven it in stock mode, we apply the M-Cantronic unit and head back out onto the mix of fast A-roads and twisting, leaf strewn B-roads of the Sussex countryside.

Straight away the engine has a more urgent note. It feels like it wants to go and a quick prod of the throttle proves this to be the case. With an open stretch of straight road, we drop down to 20mph, then floor it. The RS hooks up immediately as our ears are treated to that glorious warble from the five-pot engine. Although peak power has increased by a healthy margin, it's the torque that counts, and as any race car driver will attest, it's torque that makes a car feel fast. And I can confirm this thing feels







bloody quick! The pops and bangs from the exhaust are truly exciting and indeed addictive. Whereas much of the sensation and drama has been carefully engineered out of modern cars, this thing delivers it in spades.

Although no lightweight, the RS3 feels small and nimble as we thread it through some tight bends. There's no shortage of grip, even in these autumnal conditions, due in no small part to the 245/30 Michelin PilotSupersports that cover the stunning 20in Vossen alloys. These bronze multispokes fill the arches to perfection, thanks to the H&R sports springs which have been fitted to retain the use of the dynamic ride control. Considering the wheels have grown an inch in diameter and there's 30 profile rubber, the ride is compliant and forgiving on all but the most rutted sections of road. As Vossen dealers, QST have access to an enviable range of new rims for the RS3, so these may not be the only set that are fitted!

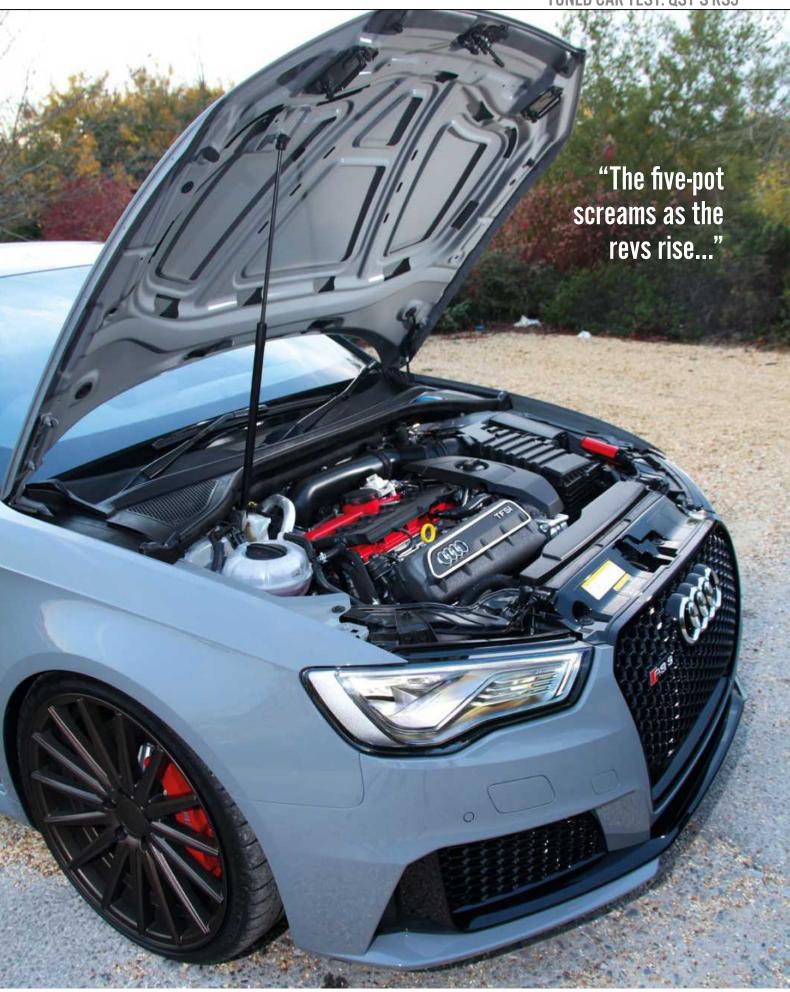
As we head back to QST's HQ, there's a section of private road where we can attempt a full bore launch. With LC engaged, it's full throttle, a quick step off the brake, then all hell breaks loose.

The five-pot screams as the revs rise and the Nardo grey stealth bomber takes off. It bangs through the gears in rapid succession and we're into big numbers before we know it. With 415bhp and more importantly, 550Nm from the M-Cantronic module, the RS3 has gone from being a very capable fast car, to a ballistic missile. Okay, there are faster cars out there but the way it delivers the shove, combined with the stout handling and the noise from that 2.5 5-pot gives this thing so much character. It's clear to see why so many people want one. The quality upgrades fitted by QST have merely taken things to the next level.

That's not the end of it though. QST are working with leading exhaust



to piggyback the factory ECU. It is a standalone unit that has been carefully designed to maximise the potential of the engine (by increasing certain parameters), without being traceable by dealer diagnostics (as long as it is removed prior to servicing!) It integrates with the CAN-Bus system, but the car's sensors are all still active to maintain safety. The MTM kit isn't the cheapest, but it's built using the same quality materials as OEM and backed up by many years of research and development. MTM can also supply a warranty for an additional cost.





manufacturer, Scorpion, to create a brand new system for the RS3. A modular set up that'll give people the choice of retaining the stock system, but with an uprated downpipe and sports cat, or those that want a full system. Given the fantastic noise of the stock sports system, we look forward to hearing what a decent aftermarket kit will sound like.

Although I only spent a short time with QST's RS3 I have to say it's one of my favourite Audis in a long time. It just looks and feels right; the perfect blend of aggression and everyday usability. The fact it's got a powerhouse of an engine that can be easily persuaded to make more grunt is the icing on the cake. I'd expect to see cars with over 500bhp before too long, although clearly this won't come cheap.

The thrill of having a mid-sized Audi that can challenge the likes of Porsche and Ferrari will be hard to resist.



# **SPECIFICATION**

**Engine** 2.5 TFSI 5-cylinder, MTM M-Cantronic system, uprated air filter

### **Power**

415bhp (362bhp stock)

### Torque

550Nm (465Nm stock)

### 0-62mph 4sec (claimed)

### **Transmission** 7-speed S-tronic

### **Brakes**

Stock RS3

### Suspension

H&R sports springs

### Wheels & Tyres

8.5x20in Vossen VSF2 with 245/30 Michelin Pilot Supersport tyres

Factory RS3 including sports seats, carbon pack

### **Tuning contacts**

QS Tuning www.qstuning.com







Words Jamie Arkle Photography AJ Walker

# BRING THE NOISE

Danny Holt decided that the factory acoustics of his RS6 weren't quite up to scratch, and set out to do something about it. And with over 800bhp, the results truly are spectacular



here comes a point where power figures leave any trace of real world relevance far behind and instead become slightly insane. We're not for a moment suggesting that 1000bhp+ cars are a bad thing (quite the opposite in fact), rather that when you start approaching numbers like these, the basic, in built limitations of the human mind become clear and human comprehension begins to splutter and lag behind. Human beings are essentially bags of water, and the average person simply is not designed to deal with and mentally process the kind of power and the feelings associated with it in a rational way, and that's probably a large factor behind why people tune their cars to such biblical levels in the first place. It's great fun knowing you've (just about) got control of something with enough power to spin the earth the wrong way.

Want an example of this barely contained automotive lunacy, done very well indeed? Then look no further than the RS6 you see here. For the vast majority of people, the C6 RS6 is plenty powerful in standard guise. With that thumping great V10 set up delivering 572bhp to all four wheels it makes for a car that might well represent the perfect blend of everyday usability and performance. It takes a special kind of individual to decide to take an RS6 and tune it to the nines then, an individual like Danny Holt.

"Before buying this car back in February I'd had a string of performance cars, including a three-door Sierra Cosworth, a Bentley Continental GT and an RS4, so it's not like I wasn't used to powerful motors," he explains.

Sadly Danny's relationship with his new car didn't get off to the best of starts, with a string of niggly oil leaks and duff suspension set ups doing their best to spoil the first few weeks of ownership, the former eventually traced to a succession of perished O-rings. The dealer finally came good and dug deep to sort the issue in full (an engine out job), leaving Danny free to go about extracting even more raw shove from his purchase.

"It'd already been mapped and had some basic induction work done to it, so it was running at 650bhp or so, certainly a good figure



and it felt fast, but I couldn't leave it alone, not when I knew how much more there was to be had."

Danny started out by taking the car down to the guys at MRC Tuning, where it was treated to a Milltek stainless steel exhaust system, a brace of MRC 3in downpipes and a custom map. The result was an impressive 803bhp, a figure that saw the OE twin turbo set up retained along with the factory fuelling and cooling systems. This latter point goes some way to illustrating just how well screwed together modern performance Audis are and how well the C6 RS6 responds to tuning packages. The quality of the map, together with the removal of the highly restrictive stock air filters and turbo downpipes is key to the big number.

At the time this was the most powerful C6 RS6 to have passed through MRC's doors and Danny was certainly over the moon with how the car drove and how it delivered its power, but there was just one problem – noise, or rather the lack of it. See, there's little point in having an all singing, all dancing boosted V10 if everyone within a five mile radius can't quite hear it, and though he was happy with the basic sound of the Milltek system, Danny wanted a touch more volume to accompany it.



"I couldn't leave it alone, not when I knew there was much more to be had..."







**Top:** Discreet MRC and 803 badges give the game away **Left:** Powerhouse V10 makes an incredible noise



"I wanted it to be properly loud and really aggressive, to really show off the sound of that V10," Danny explains with a chuckle. "I ended up taking it to a tuner called KMS in Wigan to have a de-cat, un-resonated system made up, and it's basically a straight through pipe now."

With the RS6 sounding close to an angry god, grumpily moving furniture on a bad day with a stinking hangover, Danny could actually start driving it and enjoying it. A Modball style rally was soon planned and booked in, the RS6 pressed into active service and fully loaded with all the gear you could possibly need for a high-speed jaunt to Monaco... everything except a spare Pirelli that is. This didn't become a problem until many hours and many, many miles later, when a rear puncture brought the thundering Audi to a rather inglorious halt somewhere in rural France and within spitting distance of the Med. It's here that Danny takes up the story and where France's legendary stringent, some might say draconian, road safety rules came into play;

"The RAC towed it to a local place that said they had some suitable 20in tyres but, it was only when we got there that the owner informed us of the law that the tyres on any driven axle must match, and furthermore that he didn't have any Pirellis in, only Bridgestones," he recalls. "In the end I had to buy four brand new Bridgestones as the car is four -heel drive, plus I had to wait three



"I wanted it to be properly loud and really aggressive"

days for them to be delivered and fitted."

That might be one of the only downsides to having such a powerful and capable car, but we're fairly certain that we speak for everyone reading this when we say that it's undoubtedly one worth paying!

Other changes have been fairly limited in scope and the simple answer is that Danny's never felt that the car's needed much more; the RS6 is blessed with a finely tweaked chassis right out of the box, comes with sure-footed four-wheel drive handling and a beautifully appointed interior. Adding too much more would be a case of over egging the pudding. The car retains its stock shocks and springs (though Danny has had the originals replaced by brand new ones), discs and calipers (though he has fitted high friction pads), while the OE Tiptronic transmission remains exactly how the boys at Audi intended. It all adds up to a staggeringly capable car, one that's just as happy knocking on the door of the double ton on an Autobahn as it is pootling round town centres on a Sunday morning.

Finally we get to perhaps the most blatant deviation from standard spec, that green vinyl wrap. It's actually a two-layer effort with the materials in question sourced and imported from the US, and it's this that gives it such an amazing finish. The bottom layer is dark, drab green, while the top coat lends the whole lot a pearl sheen. It's certainly attention grabbing and contributes to this being one of the least subtle RS6s to have yet graced these pages.

Danny's clearly besotted with his RS6, going on to explain







**Top:** Grey accents freshen up the side **Left:** RS6 interior is a nice place to be





that merely seeing it peeking out from behind his garage door is enough to cheer him up after a hard day of work – and we can well believe it. As for plans for the future, well, Danny's keeping his cards close to his chest, though he does admit that he'll almost certainly not be selling it anytime soon and that he's very, very interested in MRC's latest 1000bhp+ kit for the RS6. Getting this car to break the magic four figure mark will take work, some beefier turbos and an overhaul of the cooling and fuelling systems, but we've no doubt that Danny has the drive and desire to do it, and we can't wait to see the end result.



**Top** A blast in the hills – perfect!

# **SPECIFICATION**

# Audi RS6 C6

### Engine

5.0 TFSI V10, MRC Tuning Stage three remap, MRC Tuning uprated downpipes, Milltek exhaust system with KMS de-cat and centre box delete, K&N high flow air filters, OE turbos and intercooler, OE cooling and fuelling systems

### Power

803bhp and 1000+Nm

### Transmission

OE six-speed Tiptronic gearbox, quattro four wheel drive system

### Suspension

OE adjustable damping rate dampers and uprated sports springs

### **Brakes**

OE 390mm (front) and 356mm (rear) discs and calipers, aftermarket pads

### Wheels and tyres

9x20in alloys with 235/35x20 Pirelli P-Zero tyres

### Interior

OE C6 RS6 interior with carbon fibre detailing

### Exterior

Audi C6 RS6 with custom green-pearl vinyl wrap, gloss black intakes in front bumper, grey door bottoms, 803 logos, MRC badge

### **THANKS**

MRC Tuning for doing all the work on the car and for doing such a good job, Jo at graphixlad.co.uk for the excellent wrap and KMS for perfecting the exhaust and its sound! Andrew, JBS Auto Design, Joe Farrand and Emily, my girlfriend, for putting up with me and the car





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# TEN CARS THAT PUT AUDI ON THE MAP

Audi has produced some ground breaking cars over the years. Here's what we think, are the ten most significant, performance models from the last 35 years...

### R8 4.2 FSI 2007-2014

The opposition may have called it a TT on steroids, but that just goes to show how worried they were about Audi's first supercar. The 4.2 V8-powered coupe offered the kind of sleek looks that went down a storm. Contemporary road testers applauded its fine balance and rapid performance, while the low, wide looks made it the latest must-have car. With the launch of the V10 and of course the new generation R8 recently going on sale, it's easy to forget just how good the original still is. That high revving V8 offers decent poke and terrific sound, while the handling and that click clack open gated box are a joy to use. With early cars starting at under £40k, the R8 is a lot of car for the money. You may find the interior a bit sparse and uninspiring by today's RS standards, but that's nothing a bit of carbon trim can't fix. Then there's the option of adding forced induction to create a true monster of a car. The 5.2 V10 came along in 2009 and the all-new second generation R8 has just gone on sale.





### B5 RS4 2000-2001

The original and many would say, best RS4, the B5 has more fans today than it did when it was launched. The potent mix of Cosworth-tuned 375bhp 2.7 biturbo V6, muscular arches, combined with the raw power delivery made it a much loved car. B5 RS4s can be picked up from round £10k, but the best ones will be getting on for twice this. More so than any other RS Audi, buy on condition – the fatter the wallet of receipts for repair work and regular preventative maintenance the better. A sick B5 will cost you a packet as pretty much every job that needs doing involves removing the engine. Parts are also becoming hard to source, from those rare RS bumpers, to bits of interior trim. Even a replacement headlight could become very expensive. Just look at it though – tell us you don't want one?!



### B7 RS4 2006-2008

The B7 received critical acclaim when it was launched in 2006. Road testers declared it the first exciting Audi for years and the combination of lusty 4.2 V8 and that sorted chassis made it a big hit. The wide shouldered looks gave it real presence and the seven spoke alloys went on to become a much copied classic. The last of the Audis with full on non-electrically assisted steering, it's viewed by many as offering the best feel. The fact a saloon was available as well as avant made it a huge hit especially in the US where they love a sedan. Not as easy to tune as the previous 2.7 V6 biturbo unit, but plenty have fitted superchargers to the V8. APR, TTS Performance and PEC (not available now) units helped the 4.2 to make up to around 600bp, turning the rapid B7 into a force to be reckoned with. Like the B5 RS4, the B7 is highly regarded and so prices are starting to rise for immaculate, low mileage examples. Decent B7s start at around £18k.



### RS2 1994-1995

The car that started the whole sleeper movement. Before the RS2, if you wanted to go fast you bought a sports car like a Porsche or Ferrari. But Audi saw a gap in the market for a ballistic estate that could carry five passengers in comfort, plus luggage, but still give most sports cars a good kicking. The 315bhp 2.2 5-pot was a revelation back in the early 90s, although it wasn't an instant hit. Back then we just weren't prepared for a £40k plus estate car, even if it had been tuned by Porsche and included Porsche wheels, brakes and door mirrors. Today they are few and far between with prices creeping up each year. You'll need at least £20k to bag a decent one, with very few to choose from in the UK at least. People tend to hang onto them, which is understandable given their rare status.







### C7 RS6 2011-PRESENT

The C6 may have started the uber estate movement, but the latest version has taken it to the next level. Everyone seems to love these brutal leviathans and one look at an RS6 and it's clear to see why. Aggressive wide arches, 20in wheels and a front end that looks plain mean, oh and the small matter of that 4.0 V8 biturbo. The C7 may have lost two cylinders, but it more than makes up for it with its epic power delivery, spine tingling soundtrack and the potential for frankly ridiculous power. In factory trim an RS6 will hold its own with a supercar on 99 percent of roads; with some tuning, it will deliver a knockout blow – all with sure footed quattro drive, an interior dripping in luxuries and enough room to transport a wardrobe. The recently announced RS6 Plus offers a mighty 597bhp and 189mph top speed. Early C7 RS6s can be picked up for under £60k now and that's a whole of car for the money.

### UR-OUATTRO 1980-1991 <

Without doubt the most significant car for Audi in the last 35 years, the quattro re-wrote the rule book. It brought four-wheel drive to the attention of the masses and showed that it could work and work well in a performance road car. As if any proof were needed, it went on to shock the rally world, and is the car directly responsible for every other manufacturer turning to 4WD. The fire spitting rally car was based on a road going version, which also happened to be rather special. Available initially with a 2.1 10v 5-pot, the final incarnation was the 2.2 20v. Although the 217bhp seems modest by today's standards, this turbo'd five gave the quattro lively performance. It may have suffered from having the engine slung over the front axle, which led to understeer, but this encouraged you to get the back end moving to quell it. It also looked fantastic. The boxy arches still look fresh today and the sleek coupe lines are pure 80s and all the better for it. There's a strong market for Urquattros with well maintained and restored examples starting at around £23k. You can find them for a lot less of course, but the repair costs could easily end up costing twice that!

### TT 1999-2006

When the original TT was launched way back in 1999 the public and motoring press were blown away. This sleek and stylish coupe looked very much like the concept car, which was virtually unheard of. With lively 1.8 20v turbo and a smooth and characterful 3.2 V6 later available, the TT was an instant hit. The 225 quattro was the model to have, which could be spotted by the twin tailpipes. With 222bhp and a six-speed box, it offered decent performance and came with plenty of goodies including xenon headlights, heated leather seats and Bose audio. Although based on the A3 8L/Golf Mk4 platform, it felt like a sports car as you sat low inside it. There's no doubt the V6 sounded best with a lovely raspy note and the DSG-box could deliver impressive acceleration. But for tuners, the 1.8 20v was the one to have. A remap and performance exhaust including downpipe could take power to 270+bhp, while larger turbos, uprated fuelling and cooling, plus uprated internals could give over 500bhp. With early TTs now appearing for under £2k, they do represent fantastic value for money. Now on its third generation, the sporty coupe is here to stav.

### D2 S8 1996-2002

The car made famous in 1996 Paris crime caper, Ronin, the S8 was ahead of its time. Based on an all aluminium body, the D2 weighed up to 300kg less than its rival Mercedes S-Class. This, combined with the powerful 355bhp 4.2 40v V8 (1999-on models) imbued the luxury saloon with very lively performance for the time. Nail the loud pedal and the auto box would kick down and take you from 0-62mph in 5.7secs and go on to a de-limited top speed of 170mph. Fully loaded with gadgets, this sleek looking saloon made a more sporty alternative to the S-Class, the de facto limo of the time. Audi's first real stab at the executive performance market and they nailed it first time. The D2 has paved the way for the latest S8 Plus with it's 597bhp 4.0 V8 biturbo powerplant. D2s are getting scarce, but they are out there, with prices starting from under £3,000 for an early car. Just watch out for that gearbox – they like to go bang and cost lots to put right.



# C6 RS6 2008-2010

The battle to have the most powerful estate car was well and truly won by Audi in 2008 with the launch of the new RS6. The 5.0 V10 twin turbo made a huge 572bhp, which beat BMW's M5 and Mercedes' E63 AMG. With blistered arches, 20in wheels and that imposing front end, it certainly looked the part. Available with carbon-ceramic brakes it set the benchmark for supercar bashing estates. Still one of the most tunable cars ever made, we regularly see 700+bhp C6s, with MRC Tuning recently completing the UK's first 1000bhp car. C6 RS6s start at around £20k, with well-cared for cars hitting £27-35k. Check that the common oil leak has been fixed (it's an engine out job to fix a 50p rubber grommet) and look for the highest spec possible. Unlike the latest RS6, the C6 was available as a saloon, which if anything, is even more of a sleeper than the avant

# RS3 2011-2012

The first truly hot hatch from Audi, the RS3 was a big hit when it was launched in 2011. Based on the 8P chassis and powered by the same 2.5 5-cylinder unit as the TT RS, the RS3 offered hatchback practicality, but with ballistic performance. It outgunned many of its rivals as standard, but with some tuning the 335bhp RS could be transformed into a complete hooligan. Some bemoaned the fact it was available only as a five-door Sportback, but it proved very popular and demonstrated that Audi could do a small RS. Available from around £27k, although the Mk2 is now available, complete with thumping 362bhp engine.





# Audi S5 performance products www.forgemotorsport.co.uk



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# ABT TTS

*Ian Kuah gets behind the wheel of the ABT*tuned TTS...

hile patience may be a virtue to philosophers, there are many owners of the previous Audi TT RS twiddling their thumbs while they wait for the multiple award-winning 2.5-litre five-cylinder motor to make its appearance in the new TT RS.

Have faith boys and girls; it will come. The fact that this charismatic motor has already made its debut in the new RS3, which shares the MQB platform with the TT, means there is no technical reason why the TT should not get it.

However, for anyone who absolutely must have a super fast TT right now, I have just driven a viable alternative in the form of the Abt TTS, which takes the reasonably rapid 310hp TTS quattro and turns it into a fire-breathing 370hp rocket thanks to the Abt Power conversion.

With less weight in the nose, the TTS will change direction more keenly than a car with the five-cylinder motor. This was apparent from the Abt RS3 I drove back-to-back with the TTS. A comparison between standard versions of each car leads you to arrive at the same conclusion.

Although they share the same basic platform, the TTS and RS3 have a quite different chassis set-up, the inherently sportier twodoor feeling the more coherent of the two.

While I would normally always take Audi's five-pot over their four banger, I have to admit that what Abt have done to the 2.0 TFSI has turned it into a more effective, and also quite appealing powerhouse. It has punch, revs eagerly, and sends the speedometer racing round the dial at near junior supercar league pace.

As Abt's HQ is blessed with an unrestricted stretch of autobahn just round the corner, it would have been rude not to max the car out. When it rocketed all the way up to an indicated 280km/h (174mph), both rapidly, and with an ease that belied its mere 1,984cc capacity, I was suitably impressed.

Interestingly, Abt only claim 165mph as the top speed of their car, which removes the factory 155mph speed limiter as part of the ECU upgrade. However, the test car just kept on going to an indicated 174mph, so even allowing for speedometer error, it appears to easily exceed the claimed Vmax.

Apart from the fact that it now has as much sheer grunt as the







entry-level Porsche 991 Carrera, but for around half the money, the freer breathing sports exhaust gives it a nicely judged tone with more bass frequencies in the right places. The result is a sportier and more pleasing soundtrack under load than the rather anodyne thrum of the bog standard VW Group 2.0-litre four.

Sensibly, Abt has not done much to the TT's iconic styling apart from adding functional spoilers that reduce lift at the greater velocities their tuned car is capable of. Thus, another thing I noticed while extending the car all the way off the clock on the autobahn was just how stable it was while knocking on the door of Mr. Vmax.

Of course the quattro 4WD also helps stability too, but you can feel through both the helm and your seat of the pants, or what the Germans amusingly describe as the 'poppometer', that the aero aids at both ends of the car are doing a fine job.

Also, given that adding downforce also tends to increase drag, it is no mean feat for a mere 2.0 litre motor to haul this TTS to nearly 180mph this rapidly, and with no apparent stress. Yes, I was impressed.

Abt's 'New Generation' Power upgrade for the Audi 2.0 TFSI

motor comes in the form of an additional module. However, where such modules are normally fitted in series and modify the signal coming from the factory ECU, the Abt Power unit is mounted in parallel and is specifically mapped for the vehicle it is fitted to. This allows for very precise fine-tuning of each unit to the exact engine and gearbox it has to govern.

This Plug and Play conversion comes with the necessary wiring adaptor harness, so it can be fitted in minutes and just as easily removed when you sell the car.

The unit is also programmed to maintain the factory safeguards, so the enhanced mapping does not come online until the engine reaches normal working temperature. At the other end of the scale, if the engine reaches the factory set maximum allowable temperature, it reverts to the stock mapping with protection protocols that restrict boost and ignition timing to avoid

The other part of the Abt conversion is the four 102mm diameter tailpipe sports rear silencer that removes some restriction and sounds lovely. An option further upstream is a TÜV approved Y-pipe with a 200-cell metal sport catalytic converter that lowers



backpressure.

The Abt Power conversion comes in two flavours. If you have the base TT with 230hp and 370Nm of torque, the ECU upgrade and sports exhaust will boost this to 310hp, with 440Nm of torque.

In the case of the TTS tested here, the big numbers rise from 310 to 370hp between 5,800 and 6,200rpm, with an increase in torque from 380 to 460Nm between 1,800 and 5,700rpm.

The fact that the enhanced numbers occur at the same revs as the stock motor is significant. When you compare the standard and tuned power and torque graphs, you will see that Abt has exactly mirrored the factory curves to deliver exactly the same driving characteristics as standard. The only difference is the greater power and torque output at any given point.

The motor requires 98 Octane unleaded for optimum performance. It can happily run on 95 Octane fuel, but the ECU will then retard the ignition, resulting in a slight drop in output.

Torque gives you acceleration, and with quattro and S-tronic in tow, the stopwatch numbers will always be pretty consistent. Thus, where Audi claim 4.6 sec for the o-62mph sprint, the Abt TTS claws its way to the benchmark speed in 4.4 sec.



Above: ABT 'New Generation' power upgrade gives 370bhp and 460Nm



However, the extra 70Nm of torque present all the way from 1,800 to 5,700rpm is put to best use in intermediate gear acceleration where the beefier torque curve means you need less throttle to achieve a given speed unless you are an incorrigible lead foot.

Speaking of efficiency, while the EU6 rated CO2 emissions of 155g/km are unchanged, the CO2 emissions per horsepower of the tuned motor are now just 0.42g, compared to the 0.5g of the stock motor.

Rebalancing the TTS to handle the extra power is a matter addressed on three levels. First is the wheel and tyre upgrade, which in the case of my test car means  $8.5J \times 20$  in (ET40) Abt FR20 alloy wheels shod with 255/30ZR20 Continental SportContact 5P, or the new SportContact 6 rubber.

Abt also offer 18 and 19in wheels in five different designs so there is plenty of choice for TT owners depending on budget, aesthetic preference and even local road conditions.

Uprated springs drop the car by a modest 20mm in front and 15mm at the rear. They work well with the magnetic ride damping, producing a firmer but still comfortable ride. Abt do a full geometry set up so that everything works optimally at the lower ride height.

Beefier front and rear anti-roll bars keep the car flatter in fast cornering, and the combination of these chassis upgrades makes a huge difference to the way the car turns in to bends and hugs the tarmac. Reducing squat and dive under acceleration and braking certainly helps the quattro system do its best work.

Last but not least, the Abt aero kit consists of a new lower section for the front spoiler featuring extended lips that reduce lift over the front axle and new central aerofoil. At the rear a new lower bumper insert has cut outs for the four-pipe exhaust, while the fixed rear wing sits on the end of the tailgate. The final touch is the door mirror caps that come in a gloss black finish with silver

detailing and Abt badges.

As a parting shot Abt told me that they are now working on the next upgrade phase for this motor, the Power S. No hard numbers were discussed, but they hinted at an output figure beginning with 4, aided by with a modified turbocharger and bigger intercooler. The debut of this Stage 2 conversion will be accompanied by an uprated brake kit with six-pot front calipers. Watch this space.



**Top:** ABT TTS is very rapid

### SPECIFICATION

### **ABT TTS**

### **Engine**

2.0 TFSI, ABT 'New Generation' power upgrade, 200-cell sports cat, full exhaust system, uprated Y-pipe

### Power

370bhp and 460Nm

### Transmission 7-speed S-tronic

7-speed S-tronic

### Brakes

TTS

### Suspension

ABT performance springs, lowring 20mm, working with Mag Ride, uprated anti-roll bars front and rear

### Wheels and Tyres

8.5x20in ABT FR wheels ET40 with 255/30 Continental SportContact 5P tyres

### Exterior

ABT Aero Kit, comprising lower mid section for front spoiler, rear lower bumper insert, fixed rear wing, door mirror caps, ABT badges

### **Tuning contacts**

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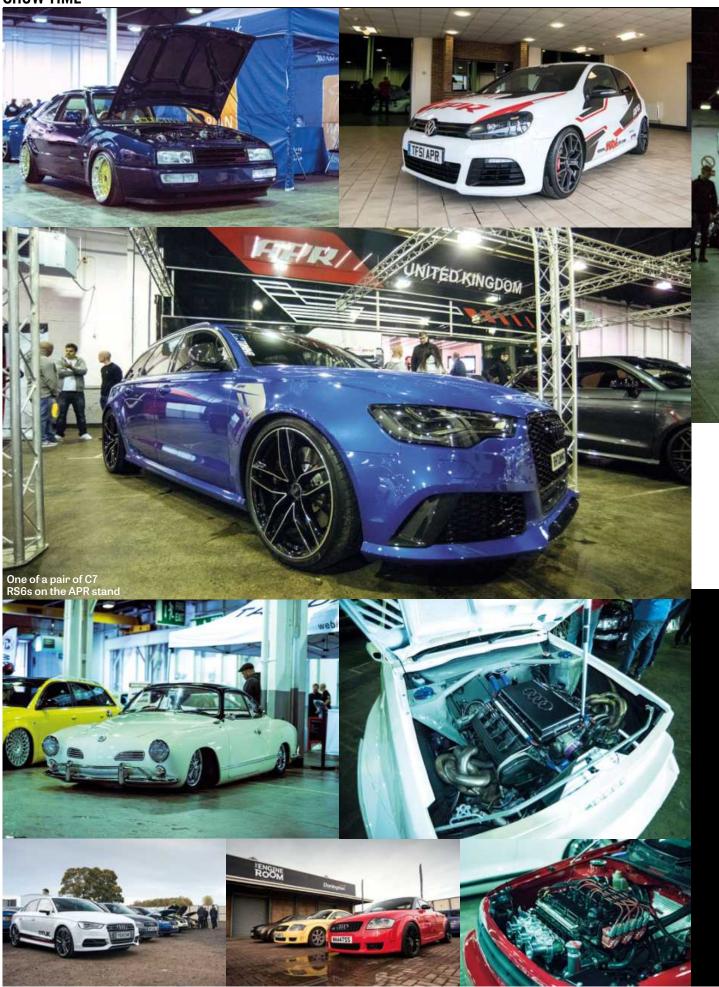




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# **SHOW TIME**









Our very first AudiTuner event took place on 25 October, and it went down a storm...

aunching a brand new event with a small team (and even smaller budget) was always going to a be a challenge. So, we were biting our nails right up until the very morning of our event. But we needn't have worried. Not only did a steady stream of cars begin to fill the indoor trade and Top 20 areas, a large number of club cars arrived outside.

Right from the off, our focus for the Expo was to round off the season with a relaxed, indoor event. With a focus on the tuning side of things, we wanted to get together some of the biggest names in the UK industry to showcase what they can do. Together with a Top 20 Power Select, filled with a diverse range of cars, and a Top 20 Show N Shine for the styling guys, we had all the bases covered.

Although we knew all the cars that'd be attending, it was still a sight to behold to see row after row of stunning tuned cars parked up inside. The quality of cars on display really was second to none, with some real treats such as EPS Motorsport's fantastic twin V8 turbo SWB quattro. Although we opened the show up to non-Audis from the VAG stable, it just goes to show the popularity of the Ingolstadt brand that the majority of cars were still wearing four-ring badges.

There was a really relaxed atmosphere, which made it the perfect way for any Audi or VW fan to spend a Sunday. The Grab a Grand competition was hard fought, with plenty of prizes from our trade sponsors. And with great support from the many VAG car clubs outside, it made for a very lively day - especially with the man, Paul Cowland doing the commentary! (Our 1980s leather sofa was perfect for interviews, too.)

We're now working on our second, live event, which we plan to launch next summer. Although still at the planning stage, we have a date and a venue, so standby for more info. Suffice to say there will be track time available as well as the cream of the UK's VAG tuning industry getting together to show what their cars can do. More news as soon as we have it – keep your eyes on the magazine and our facebook page.



# **TOP 20 POWER SELECT**

With so much focus on show and shines at the majority of events, we thought it was about time someone got a mouth watering collection of the most exciting tuned cars together. There were no set criteria, other than they had to be tuned and stand out in some way. There were no prizes either, as they were all fantastic cars in their own rights. Here's a selection of the top Power Select cars from VAG Tuner Expo 2015...





### Mk2 Golf

James Hodson is one of the most successful drag racers in the UK. His Mk2 Golf is so well set up that even though it has 'just' 400bhp, the way it puts the power down defies belief.

# **SWB** quattro

This 950bhp monster is packing a twin turbo V8 and was created by ECU specialist, aka Mr MoTec, Dave Rowe, from EPS Motorsport. A stunning car that was built with a Dialynx shell to create the ultimate track toy.

# **VAG TUNER EXPO – SHOW REPORT**







### **Audi 90 quattro**

Featured last month, Stuart Elliott's innocent looking 80s saloon is packing a 668bhp S2 engine. A stunningly capable car – possibly the best sleeper around, Will from VRS Northampton has transformed this once quick car into an absolute rocket ship!

# **Audi S2**

Another MRC Tuning car, this time an older S2 that's been given a full refresh to unleash over 700bhp (on high boost). Savagely fast - it's no wonder Stuart from MRC, who drove it to the event, arrived with a big smile on his face (his passenger looked a bit green though!).





# **JNL Racing Golf**

Not only one of the fastest Golfs around, but this 800bhp monster is also one of the most immaculate - it's almost unbelievable that it gets driven at all, but it does. In fact Karl can drive it to Santa Pod, give it death on the strip, then drive home. Built with JP from JNL Racing, it was one of the stars of the event.

### **B5 RS4**

Wes Lane brought his 700+bhp B5 along and it never fails to impress. An immaculate paint job, stunning 20in S8 wheels and a fully updated interior make it one of the finest B5s around. The anti-lag sounded quite lively inside too, eh Wes?





### **Sport quattro**

Fresh from winning car of the show at AITP7, Craig and Mel Marsden's short Sport drew big crowds. One of the stars of the Expo.

Lee Wong's 593bhp, APR supercharged RS4 made the cover of issue 010 and went down a storm. A simply stunning example.

It was like a who's who of the tuning scene. Here's a run-down of some of those who attended...



### Bilstein

As co-headline sponsors, Aaron Quilter and the Bilstein team brought their tuned A5 which is running the fantastic B16 kit with iRC option. This can be operated and adjusted via smartphone, a very cool bit of kit. Bilstein offer suspension solutions for the majority of Audis, from uprated dampers, through to coilover kits and their top line Clubsport range. Big thanks also to Aaron for suggesting we run the event in the first place! www.bilstein.com



### Adrian Flux

Our co-sponsors, Adrian Flux brought along a very cool Corrado and were offering free competitive insurance quotes throughout the day. www.adrianflux.co.uk



### **APR**

Not only did Mark Ash and the crew bring along their huge trailer unit (it just fitted!), they filled their stand space with a bunch of stunning Audis, including two big-power C7 RS6s and a highly tuned Stage 3 S1. The APR truck is mighty impressive and shows how seriously the UK arm of the huge American tuning house takes its events coverage. With many years of experience backed up by a huge US company, these guys will be making an even bigger noise in 2016.

www.goapr.co.uk



Ben Thompson and the Eibach team were demonstrating solutions for performance springs including their Pro-Kits and Sportline springs. The term "lowering spring" gets used an awful lot, but there's a big difference between a budget spring that will literally lower your car for aesthetic reasons, and a highly developed Eibach item that's designed from the ground up to offer a more sporting ride, as well as lowering the car's ride height.

www.eibach.com



### **Tarox**

Nick Councell was on hand to show what performance brake kits are available for the VAG market. Some of these multipiston kits are huge and they're always in demand for projects. The Italian outfit offer braking solutions for most VAG cars, from performance discs and pads up to big brake kits, including multi-piston calipers. www.tarox.com



### **Wagner Tuning**

Well respected for their intercoolers, manifolds and other upgrades, Mark Blackmore, the UK distributor of this German brand showed off an S3 and Golf R. Again the hardware was available to look at and touch, so show-goers could see the quality. www.wagner-tuning.uk



### **KW Automotive**

Richard Good was representing the highquality KW brand and the S1 quattro we featured in the cover of issue 009 went down very well indeed. The main focus was explaining to tuners the unique benefits of the Clubsport range - and how they can offer fine tuning so useful for anyone taking part in regular track driving.

www.kwautomotive.co.uk



With a large stand that boasted two racing simulators, Luke Tibble, Paul Farenden and Adam Wilkinson were busy all day. Star of the stand was the freshly unveiled A3 track project, complete with striking new wrap (see it next issue). With a display of their recently launched hardware, including the RV019 wheel, latest intercooler for A3/Golf plus software upgrades and advice, Revo really pulled out all the stops this year and made a huge impact on the VAG tuning market.

www.revotechnik.com



### Milltek

Hannah and the Milltek crew brought along their stunning and rather loud RS7, which dominated their stand. This thing never fails to impress, offering ballistic performance and a noise that is pure NASCAR. With an SQ5 also on hand, there was something for everyone, not forgetting their new Classic range which includes the Ur-quattro.

www.millteksport.com







### **Shark Performance**

Ben Wardle and the Shark team brought along an impressive looking stand as well as a stunning C7 RS6. With performance software available for most VAG applications, a state of the art dyno facility and a large workshop able to cater for anything from fitting exhausts to engine rebuilds, Shark has all the bases covered. A friendly and knowledgeable team, that goes the extra mile for their customers.

www.sharkperformance.co.uk



### Alpine

Jayne Woolford and the Alpine UK team always make a big impression at shows and this was no exception. With a bunch of stunning demo cars that were packed with the latest Alpine tech, there was a steady stream of people eager to experience the difference an Alpine audio upgrade can make. The latest A4/A5 infotainment system proved very popular, with the OEM-spec touchscreen set up winning a lot of new fans.

www.alpine.co.uk



### RamAir

These guys are becoming big news in the VAG tuning world with their induction and filtration systems appearing in more and more tuned cars. A quality product distributed by a knowledgeable and friendly team, they provide upgrades for a wide range of VAG cars.

www.ramair-filters.co.uk



# **OS Tuning**

Kim Collins was showing some very tasty offerings from Akrapovic – an exhaust system so well made it's almost a shame to hide it under a car. The QST demo cars were also out in force including Kim's own supercharged 600bhp RS5, which was wearing some stunning forged Vossens. The Nardo grey RS3 also drew lots of attention (see a full feature on page 38).

www.qstuning.com



### **PSI Tuning**

With a large trade unit, Ade and the PSI guys were offering some show special offers. They also brought one of their customers along, a nice fella called, Pat, who is building an insane RS3. It's currently in the bodyshop having its wide arches fitted, before a monster of an engine is dropped in. This promises to be one of the most extreme RS3s ever built - we'll keep you updated. www.psituning.com



### The Performance Company

James Pearman, Indy Virk and the rest of TPC brought along their new trade unit to show what they have to offer the huge VAG market. From VMaxx brake kits, perfect for those needing more stoppage at a good price point, to the new AirREX air-ride system that's been designed to fit in a fraction of the time it takes to install other set ups. www.theperformance.co



### Scorpion

Shaun Leonard and the Scorpion team had plenty of nice kit for the VAG market including a new system for the S3 8V/Golf R and a very cool R8 system. As ever the guys were only too willing to chat and offer tuners the benefit of their many years of experience.

www.scorpion-exhausts.com



### **Plush Automotive**

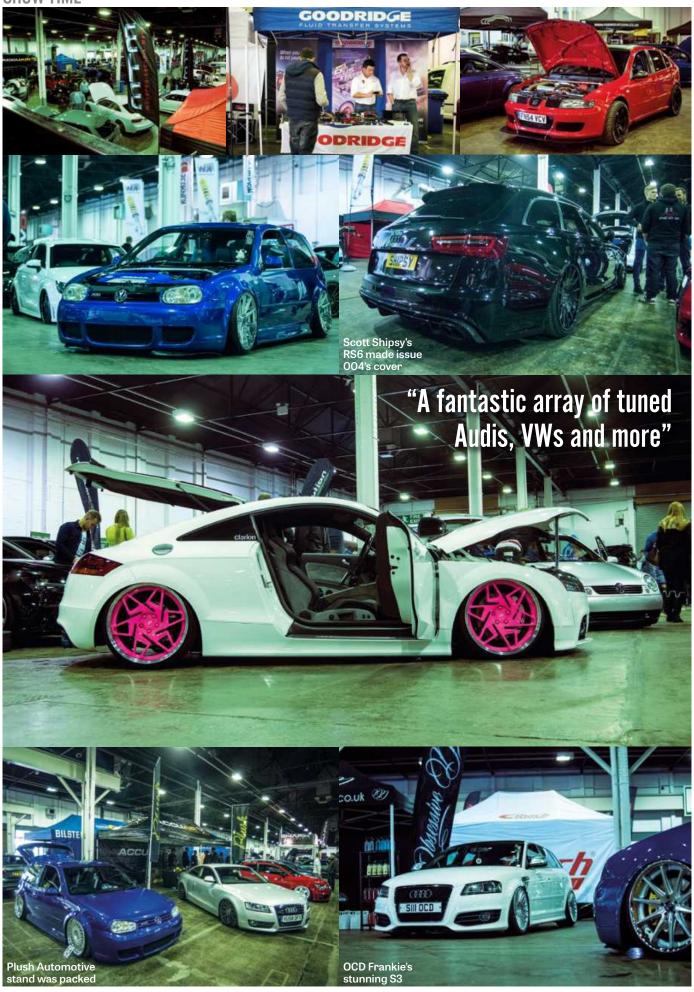
Luke Massey and team Plush took over a huge area of the hall and crammed it full of cool cars. From Shipsy's black RS6 on carbon lipped AG 21in wheels, to Luke's own new project, a Daytona grey RS5 and Joe Caudwell's stunning A1 TFSI, the stand was stunning. Air-ride is here to stay and these guys are right at the top of their game. www.plush-automotive.co.uk



### **Revolution 247**

Glenn Campbell and the Revolution crew brought along some stunning cars including Glenn's own B8 RS4. We've been following the Sepang blue beast in Projects and it's even better in the flesh. These guys have one of the best facilities in the UK and attract a lot of performance Audis to their workshop. As Glenn said on the day, VAGs make up a large part of their business; they're so popular at the moment.

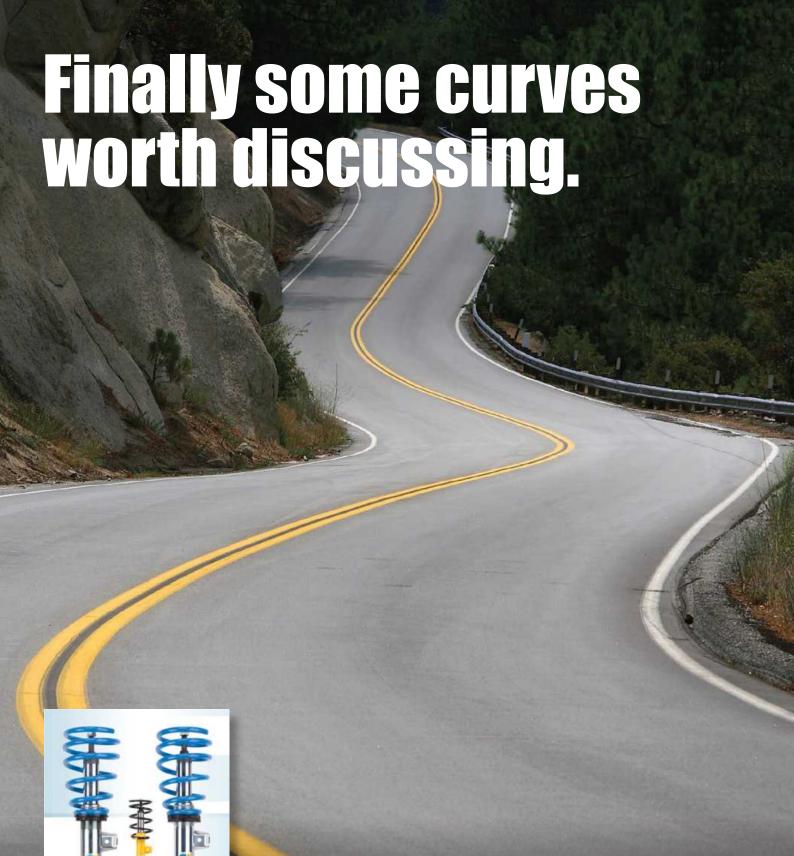
www.revolution247.com





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If you drive a performance tuned Audi and think it's worthy of a feature in AudiTuner, then we'd love to see it. Please send no more than three, good quality images to <code>davy@audituner.com</code> and use 'Feature Car' in the subject. If we like it, we'll get back to you to arrange a photoshoot.



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## 5 WINTER WHEEL TIPS

The cold weather can play havoc with your car, but it's your wheels that take the brunt of it, so here are our five top tips to survive winter



#### Clean, clean, clean!

All kinds of nasties will cover your car in winter, but road salt is the real killer. It'll destroy the lacquer on alloys if left, so invest in some quality wheel cleaner from the likes of Meguiar's and use a power washer to clean them regularly. Use a pH neutral cleaner to protect alloy components such as after market brake calipers.



#### Wheel wax

If you're not running a set of winter rims and tyres, then coat your rims in wax. This will protect them from cold weather nasties as well as brake dust. A good coating of rim wax will act as a barrier to all the dirt and contaminants, allowing you to wash them off easily.



#### Winter rubber

Winter, or more correctly, cold weather tyres are designed to offer vastly improved grip in colder conditions. With a different tread pattern and a compound that remains soft in the cold (all season or summer tyres go harder in the cold) they are far more effective at anything below about 7-degrees C. We regularly see temps drop below this in the UK over winter, and when there's ice and snow, they make a huge difference. Having quattro all-wheel drive is great, but if the tyres aren't right, you'll not be able to take full advantage of it.



#### Spray film

If you want to protect your wheels, or smarten up a old tatty set, then spray film may be the answer. Simply clean the wheels thoroughly, let down or remove the tyres, then spray with spray film or Plasti-Dip. There are several brands out there, but Foliatech do a dedicated wheel kit for around £60. It's quick and easy to apply and durable - but can be easily peeled off come the spring.



#### Fit winter wheels

Whether it's a cheap set of OEM rims from eBay, or maybe some after market alloys that need some love - a dedicated set of winter wheels means you can keep your regular alloys in pristine condition in the garage until spring. It's also worth going a bit smaller in diameter to save money on a set of winter tyres.



AUDI SUPERCHARGER CONVERSIONS FOR RS4, S5 AND R8 V8

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WWW.TTS-PERFORMANCE.CO.UK



#### **PROJECTS**



## **AUDI TUNER'S**

## **A63.0 TDI QUATTRO**

The stock S-line suspension can be quite unforgiving on the A6, so we fit a KW Street Comfort kit to see if things can be improved...



aving lived with the 3.0 Le Mans for a couple of months now, I'm really pleased with it. It offers lively performance for such a big old bus, it's loaded with extras and I still love the way it looks. One area it did feel somewhat lacking, though was the OEM suspension.

The stock S-line set up gives a decent ride height from the factory and the 19in alloys sit nicely in the arches – for a stock car at least. But, it gave quite an unforgiving ride. It coped with the big stuff okay, but rutted roads with lots of smaller bumps translated into a crashy ride. The issue was compounded by fitting the new 20in AEZ wheels, which look fantastic, but certainly didn't help the ride quality.

Initially I planned to fit a set of sports springs, but after speaking with Richard Good at KW Automotive, he suggested testing a set of their Street Comfort coliovers. Now, as it's a big car that's used for photoshoots and loading up with kit, I hadn't considered coilovers as, personally, I find them a bit harsh for everyday use. However, the Street Comfort kit has been

designed to offer a much more compliant ride than other coilovers. In fact, the notoriously firm S-line suspension fitted to my 3.0 Le Mans was something that KW thought they could improve upon, which is part of the reason the Street Comfort solution was developed. So not only would I be able to lower the ride height and take advantage of the more sporty characteristics offered by an after market coilover kit, it would, in theory, be more compliant and comfortable, too.

So, I headed over to TTS Roadsport to get the Street Comfort kit fitted and then see if it did indeed improve things. You'll notice that the after pics has the car on its new 20in AEZ alloys, which were also fitted at TTS Roadsport.

The whole job took a couple of hours and aside from removing the rear springs, which took some muscle power from Shaun and the TTS crew, it was all pretty straightforward. We set the ride at just 5mm lower to begin with to allow the suspension to settle. With the kit fitted the next stage was the to get the A6 on TTS Roadsport's four wheel alignment ramp. With the

suspension geometry altered by fitting the new KW kit, it was essential to get it correctly set up to make the most of the new uprated coilovers. If you're upgrading your suspension, it really is a crucial step and can make the difference between a so so handling car and something really well set up.

Since the kit was fitted, I've noticed the rear wheels can catch very slightly when hitting a big compression in the road at speed. I'll be playing around with the damper settings to firm them up a tad to see if this solves the issue. Read on to see what was involved with fitting the kit.



#### KW Street Comfort fitting step by step



Rear 1. First, Shaun from TTS put the car on the ramp and removed the wheels.



2. Starting at the rear, he then released the rear anti-roll bar.

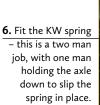


3. The lower arm was then dropped to reduce resistance on the suspension strut. Be sure to remove the headlight leveller; these can easily snap, if not removed beforehand.

> 4. Fit the spring compressor.



5. Remove the spring using a pry bar - there's a lot of load from the car, so it's hard work!

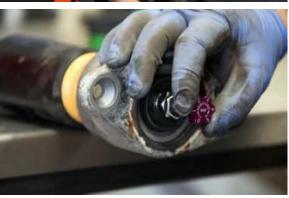




**7.** Remove the OE rear damper.



**8.** Swap OEM top to the KW damper and adjust damper 9 clicks for a medium softness, to begin with.



9. Fit the KW damper



10. Do up the rear suspension. Using a c-spanner, adjust the rear set up for desired ride height.



#### **PROJECTS**



Front

1. Remove wheels.



2. Undo the bolts at the top of the strut.



3. Undo the ARB links then lower damper bolt.



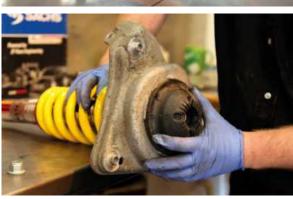
**4.** Shaun then undid the arms at the back, rather than undoing the pinch bolt, which can snap.



5. Remove the retaining clip and the whole strut assembly drops down.



6. Remove the strut.



**7.** Swap over the OEM top mount onto the KW strut.



8. Fit the new KW strut.



bolt to locate the strut (as it's heavy), then when located remove it and fit OE bolts.

**9.** Use a longer

**10.** Using a c-spanner, adjust the front coilover for desired ride height. Check everything is tight and take for a test drive.





#### **Conclusion**

To begin with I was sceptical about fitting coilovers. I've run them before on my TT, A3 and other cars and always found them a bit full on for a daily driver – even high-end kit that allows a multitude of adjustablity to bump and rebound. But, after living with the Street Comfort kit for a few weeks now I can honestly say I am very impressed.

As soon as I left TTS Roadsport and hit the first of many roundabouts through Milton Keynes, the A6 felt much livelier. There was far less pitch and roll, which was fully tested on the way home. Where previously I'd be tiptoeing around turns, the KW kit allowed my to commit and make far more smooth and rapid progress. The big C6 is never going to handle like an S3,

but the difference was very noticeable and made the whole experience more fun and involving. Even with the 20in wheels, the ride was firm but very compliant, with none of the sharp, crashy feedback I got with the OEM S-line kit. In fact, I think I can firm it up a bit more, so will be playing around with the settings to report back.





The coilovers themselves are the usual highquality stainless steel KW design and look almost too good to hide under the car.

These are built using the same top flight damper technology as found in their lnox Variant 2 coilovers but configured and sprung for comfort.

The kit is fully adjustable with 16 clicks of rebound, so you can run them soft or firm them up, depending on your preferences and driving style, without affecting the compression damping. It allows a drop of -10 to -40mm, and like all KW kit, it's very well made and should last well. It's available for a wide range of Audis, including popular models such as A6, A4 and A5 and makes an ideal set up for those who want a sporty, lowered ride, without the harshness that can be associated with coilovers.

From: KW Automotive

Price: £1200

Contact: www.kwautomotive.co.uk



#### Thanks

Huge thanks to Shaun for fitting the KW Street Comfort kit and carrying out the wheel alignment. And cheers to Dave, MD of TTS Roadsport for inviting us over to his new unit. It's a huge place packed with the latest kit to tune all VAG cars.

#### www.ttsroadsport.com

Thanks also to KW Automotive for supplying the Street Comfort kit.

www.kwautomotive.co.uk

#### **PROJECTS**











# REVOLUTION MOTORSTORE'S **B8 RS4**

With the brakes and the handling now sorted Revolution move onto the bodywork...



B8 RS4 isn't exactly lacking in the looks department but, as it's our demo and I'm a known serial modifier it just has to be changed – for the better, I hope. But it's all too easy to make a car look OTT and spoil those classic RS lines, so we always aim for an OEM+ look as we want you to do a double take with an OMG not a WTF!

First up are those trademark RS silver mirrors, they look great on a silver optic car but ours was ordered with the optional black optic pack with roof rails, grille and window frames. No matter how we looked at them they still looked like a big pair of floppy ears and truly mismatched our chosen colour scheme. We could've wrapped them black or sprayed them matching Sepang blue but, we have a soft spot for carbon fibre and as I write there's a pair on the way from an overseas supplier already (more on those when they arrive next month.)

Next up were the front and rear bumpers. Although very aggressive in their depth and shape we wanted to discover the possibilities of a contrasting carbon fibre front lip and rear diffuser to match those mirrors. Our UK carbon fibre partners reminded us that to take a mould from a vehicle the resin and prep work will cause damage to our lovely shiny Sepang blue factory bumpers so the call was made to our local dealer for a pair of bumper skins.

After receiving the price plus delivery date I quickly picked myself up from the floor and decided eBay.de was probably my best option and with the help of google translate I located a pair, that were lightly damaged but still okay for moulding purposes – game on!

As we go to print, my technicians have installed the temporary bumpers to the car and some customers like the two-tone effect (not so sure myself), some have even asked if we're building a DTM Jon Olsson replica. Er no, sorry.

You may ask why they need to be fitted to a vehicle. Well, it's to avoid any twists in the bumpers when moulding as this would render all of our master working moulds useless. So they have to be worked on in

situ and bolted on tight. After four days of work we should get satisfactory moulds; just hope the release agent works to remove them.

When we're finished we hope we will have a factory-fresh look of the likes of the R8 V10 plus with subtle carbon editions for a track focused theme. But we now have a tough question in the office: shall we wrap it matt Sepang blue like an R8 option, or leave it in factory gloss Sepang?

Please give us your thoughts and if there's anyone from 3M out there willing to get involved drop the Ed or myself a line.

As the project is off the road, we're also going to take the opportunity to get stuck into the interior with the steering wheel and gearknob off to be re-trimmed in black Alcantara. And we're still in discussions with Luke at Plush Automotive as to whether or not we re-trim the seats in matching Alcantara also. Decisions, decisions....

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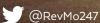
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# TUNING UPGRADES

### CARBONSPEED R8 TAILPIPE TRIMS

The latest aesthetic upgrade from Carbonspeed is bound to be on the shopping lists of many Audi R8 owners. This exquisitely engineered carbon fibre exhaust upgrade fits both V8 and V10 models. giving either the look of the very latest models. As with all Carbonspeed products, the quality is flawless throughout, with lazer-cut shot-blasted stainless steel and precision-moulded carbon used to create an OEM quality solution. The carbon used is carefully laid up during the moulding and curing process to give a bubble and mark free finish, which is satin-lacquered for a stunning appearance. The trims can be used to make a V8 car look like a V10, or to enhance the look of a V10 model. Fitting couldn't be easier (once the bumper has been removed!) as the Carbonspeed trims bolt directly to the OEM mounting positions. These trims can be used with ANY aftermarket or OEM system.

#### **From**

#### Carbonspeed

#### Price

£412

#### **Contact**

www.carbonspeed.co.uk

## BILSTEIN COILOVERS FOR A1

Thanks to precisionmachined threaded steel bodies, the Bilstein B14 and B16 kits offer 20mm of ride height adjustment from a lower starting point, which equates to a drop of between -30mm and -50mm. The B14 kit comes with a preset damping rate, allowing the owner to fine-tune the ride height and stance to suit their own needs, whilst the B16 kit represents the pinnacle of suspension performance. Each damper unit has nine steps of adjustment, with bump and rebound being changed together in a carefully pre-set ratio to ensure that the car retains impeccable manners. With a damping range that offers either limo smoothness, track control or indeed, anything in-between, the B16 kit truly allows you to have two cars in one.

#### **From**

#### **Bilstein**

#### **Price**

B14 kit £956 B16 kit £1311

#### Contact

www.bilstein.com

#### AIR LIFT PERFORMANCE 3H SYSTEM

The new 3H system combines pressure-based control with ride height sensing technology to factor both height and pressure together, so the right height can be achieved without radical differences in pressure. With up to five custom presets, the system quickly adjusts to and maintains height and/ or pressure with the push of a button. The user-friendly controller, with a black, anodized, billet aluminium casing, features a full-colour display with adjustable backlight for at-a-glance status of height and pressure conditions, tank pressure displays, and four corner height or pressure readings for individual air springs. The controller can be dashmounted or installed in any custom configuration. The compact, fullyintegrated manifold features advanced 32-bit processing power to drive the height and pressure algorithms for precise four-corner control. A quality system for any airride fans.

#### From

#### **Air Lift Performance**

#### **Price**

POA

#### Contact

www.airliftperformance.com

#### TAROX BRAKES FOR A5

Tarox is offering disc and pad upgrades to suit all A5 models, covering both 320mm and 345mm front discs and all 300mm rears. These kits offer a direct replacement to the OEM parts – but with significantly greater performance and much less tendency to fade. Four styles are available. The OEM-esque 'Zero' with its factory good looks for the concours purist or collector, the diagonally vented 'G88', the JDM inspired 'Sport Japan' and the classic, spirally grooved 'F2000'. Tarox's 'Strada' pads offer the perfect compromise for cars that are driven daily with excellent cold performance, instant bite and great wear rates. For those A5s being enjoyed on track, or for fast road work, the Corsa pads are just the ticket, offering fade-free performance all day.

#### **From**

#### Tarox

#### Price

Discs from £300 pads from £116

#### Contact

www.tarox.co.uk



**NEW PRODUCTS** 

The latest tuning upgrades for your performance Audi...



#### GOODRIDGE BRAKE LINES FOR RS4

Goodridge has developed a braided stainless steel brake line kit for the 2005-2008 B7 generation Audi RS4. This new addition to the Phantom line offers superior resistance to abrasion and corrosion, unrivalled braking efficiency through greater reliability, and a complete absence of sponginess through the brake pedal, irrespective of how hard the brake fluid is worked. What's more, with a choice of ten different colourways, Goodridge offers owners the opportunity to be proud of both the look and performance of their brake lines.

#### From

#### Goodridge

#### Price

£96

#### Contact

www.goodridge.co.uk



## FORGE EXTERNAL WASTEGATE

This latest piston-based wastegate is produced from aerospace grade, high temperature alloy, featuring an Inconel 800 valve and Nitronic 60 valve guide. The unit is supplied with three possible boost ports in the base to allow greater flexibility if the application is space restricted. Forge also supplies the wastegate with two blanking plugs for this feature, as well as the banjo outlets. The unit is supplied with inlet and outlet mating flanges and 'V' band clamps for 360° rotational boost connections. The unit can be precisely tailored to each individual application with the use of the eight different spring configurations that can be specified at point of order. These allow the piston to open at the desired point in small increments from 2.9 up to 23.2 PSI.

#### **From**

#### **Forge Motorsport**

#### **Price**

£314

#### **Contact**

www. forgemotor sport. co.uk





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## a model RS4

Everyone loves a model car and this 1:18 scale RS4 could be yours, courtesy of those nice people at Racing Models.com. This GT Spirit model is a high-quality item that would look great on any shelf, desk or mantelpiece. To be in with a chance of winning this RS4 model, valued at £90, simply answer the following question:

#### What engine is used in the B8 RS4?

- **A)** 2.7 V6
- **B)** 4.0 V8
- **C)** 4.2 V8



Email your answer, with 'RS4 Model Comp' in the subject field, to davy@audituner.com and the winner will be picked at random on 30/12/15. Check out the full range of Audi models by heading to www.racingmodels.com – and don't forget, you'll receive a 10 percent discount if you mention AudiTuner when you place an order.



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# ALLOY CLEANERS



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# CHEMICAL WHEEL CLEANERS

Brake manufacturer Tarox and cleaning specialist Autoglym join forces to investigate the effects of chemical wheel cleaners on hard anodised alloy components. Read on before you wash your car!

n the production of modern car components, traditional construction metals such as iron and steel are frequently substituted for aluminium alloy in the ongoing quest for lighter kerb weights. Just as steel benefits from treatments such as chrome-plating or chemically bonded alloy carbides to preserve its surface, visible aluminium components such as wheels and brake calipers also improve with some form of surface treatment to protect, harden and enhance its finish.

While the sprayed finish produced by electrophoretic deposition (electro-coating) remains popular as a straightforward and easy-to-clean paint covering, especially on alloy wheels, hard anodising is rising in popularity for a number of reasons.

Hard anodising is a coating that usually has a nominal thickness of up to 50 microns, or 0.05mm, so the weight penalty is negligible. Yet because the anodic film becomes an integral part of the alloy, its adhesive property is higher than any other coating that could be applied and will therefore never flake off. What's more, the anodising process toughens the surface of the alloy to such a

degree that it can offer a micro-hardness level equivalent to that of tool steel – in other words, the sort of high-hardness and abrasion-resistant metal normally used to make hammerheads. Finally, hard anodising is said to be the most environmentally friendly surface treatment in terms of the chemicals used in its production and for the low end-of-life recycling cost of the treated alloy.

Despite scientific evidence that hard anodising surface treatment gives alloy certain superhero qualities, it is not impervious to damage. As many people have discovered to their horror, beautiful anodised components such as some alloy wheels and aftermarket multi-piston brake calipers have a 'kryptonite' in the form of acid-based chemical wheel cleaners. Indeed, it is somewhat ironic that a product specifically purchased by the owner with the intention of keeping these anodised components looking pristine is the very product that can damage their appearance. Wheels and calipers subjected to such cleaners tend to discolour and have been known to fade into an unattractive milky white.

Not every wheel cleaning fluid is acid-based however; others

use the opposite alkaline end of the pH scale and alternative base ingredients to deliver the same cleaning properties without damaging chemically sensitive metals. Yes, both types are effective cleaners, and both acid- and alkali-based liquids are perfectly safe products, provided each is used on suitable materials.

To demonstrate how important it is to choose the correct cleaner for components with hard anodised surfaces, however, brake manufacturer Tarox and car cleaning product manufacturer Autoglym joined forces and commissioned laboratory testing to show the effects of both acid- and alkali-based wheel cleaners on hard anodised brake calipers.

#### The test

In order to simulate repeated cleans, both calipers were subjected to an extreme test of immersion from opposite ends of the pH scale using liquids with very different base ingredients. One half of a hard anodised Tarox caliper was immersed for two hours in an unnamed, orange-coloured acidic wheel cleaning solution. In common with most other liquids in this market, it has a chemical composition based around hydrochloric acid and surfactants to help remove stubborn dirt from the surface. The other caliper half was also immersed for the same length of time in Autoglym's non-caustic, alkali-based and totally clear Custom Wheel Cleaner.



After being soaked for two hours, each caliper was removed from its respective cleaning liquid, rinsed thoroughly in pH neutral water and dried before being visually assessed. In that respect it was immediately obvious how much damage the acid-based cleaner had wreaked on the anodised caliper. The area that had been immersed was discoloured, revealing a milky appearance with no glossy sheen across the surface. What's more, the engraved letters that had been submerged had also suffered, with some of the metal around the edges of these characters having been dissolved.



The Tarox caliper that had been immersed in Autoglym Custom Wheel Cleaner, however, showed no sign of damage whatsoever. The red anodised surface had retained its surface gloss and original colouring, and the engraved letters were equally unaffected. It was as if the test hadn't even been conducted! But just in case that accusation was ever voiced, Tarox supplied another anodised caliper to the laboratory so the test could be repeated. And guess what? That second caliper also emerged from the test unscathed.



#### Conclusion

The conclusion drawn from this laboratory test conducted by Tarox and Autoglym was crystal clear for consumers. While acid- and alkali-based wheel cleaners are safe for public use, they are not safe to use on all vehicle components. Acid-based liquids such as Autoglym's Clean Wheels product are a fine choice for painted wheels but they should not be applied to hard anodised parts. Components with this surface treatment may be able to resist the effects of acid-based cleaners for a very short period of time but continued use will inevitably lead to visible damage and degradation of the anodised surface.

On the other hand, repeated cleaning of products with a non-caustic, alkali-based liquid such as Autoglym Custom Wheel Cleaner will not cause any damage to a hard anodised surface. Its chemical composition means the liquid is suitable for all wheel types, including alloy, lacquered alloy, steel, chrome, painted and plastic

Tarox therefore recommends Autoglym Custom Wheel Cleaner as the best cleaning product for all vehicles equipped with its hard anodised alloy brake calipers and two-piece 'floating' brake discs with anodised alloy hubs.



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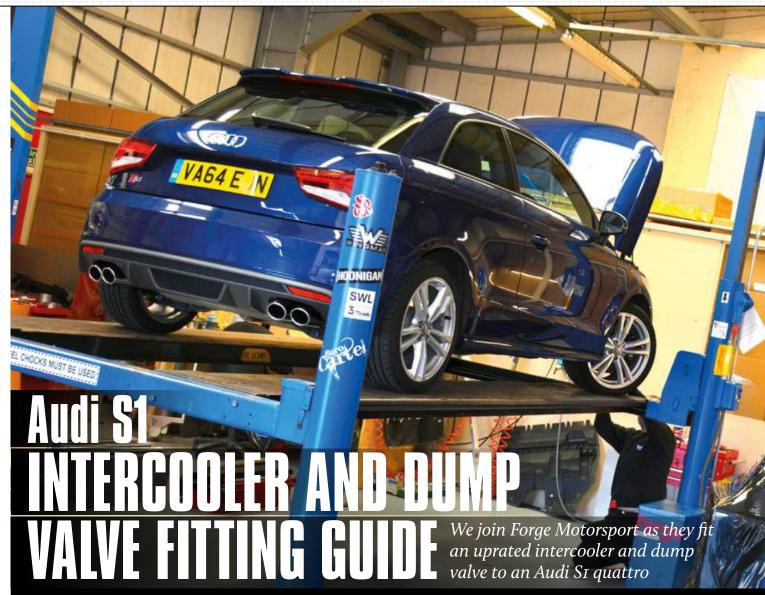
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ith 228bhp under the bonnet, and a sub 6-second o-62 dash to its credit, it's hard to argue that Audi's capable S1 is anything other than brilliant – even in standard trim. Coveted by owners and lauded by critics, it has been a sales success for the marque, and a great gateway drug to entice younger owners into quick and sorted four-ringed weaponry.

That said, like any mass-production car, there's still plenty of room for improvement. Although the Audi is better screwed together than most, it's still made to fit within tight production cost constraints. The upshot of that means that there are more than a few key components that are rife for an upgrade, if you're prepared to spend wisely and choose carefully.

A great case in point is the OEM intercooler. Audi make it small enough to fit within the tight confines of the standard bumper, with plastic end tanks to keep costs sensible and a core that might best be described as 'compact'. The result is a part that does its job, but can quickly get swamped when driving hard, during hot weather or particularly on cars that have ECU tuning or other performance upgrades.

As a serial VW Group tuner,
Gloucestershire based Forge motorsport
is usually first to the front of the queue
when it comes to creating tuning parts
for hot Audis, meaning that they were
one of the first tuning houses to pull an
S1 apart to see how it could be improved.
Their intensive testing process found the
standard intercooler wanting, when push

came to shove, so they set about designing something that would be able to reduce pressure drop, lower intake temperatures and improve power, when compared against the standard part.

Forge has invested heavily in cuttingedge production techniques over the last few years, so these tanks have a real 'OEM' feel and appearance. Note the cast end tanks for optimised flow, and the carefully configured, stepped core to offer significantly more surface area and airflow. Despite offering almost double the surface area and core size of the original component, this new 'cooler still completely fits within a standard, uncut bumper moulding too. Now that's smart engineering! Topped off in a decidedly grown-up and 'showroom ready' matt



black crackle finish, this new part really epitomises how far the tuning scene has come in quality terms over the last few years.

We joined Forge development tech Dom as he fitted one to a customer's car at Forge's R&D centre in Gloucester. Dom was keen to show us how straightforward this new part was to fit, so took us through the whole procedure.

#### Intercooler fitting

He began by removing the front bumper torx bolts in the arches, underneath and on the slam panel, followed by the undertray. Next up were the intercooler hoses, followed by the headlight washer pipes, horn wiring and air temperature sensor.















Undoing the T30 torx bolts that hold the headlights was the next task, allowing them to be removed, then the washer bottle was unclipped and the radiator plugs disconnected. Once the air filter ducting was removed and all remaining plugs unclipped, Dom was able to undo the six 13mm bolts that hold in the bumper crash bar. As a great example of the thought that has gone into this kit, it even includes a pair of long bolts to allow the radiator pack forward without dropping the whole lot on the floor. As a result, this kit can be fitted single-handed. Further proof comes in the form of the enormous zip-ties that are also included, allowing the now detached fan cover and radiator to be safely suspended.

After a little further disassembly, Dom made a neat job of trimming a small amount of material from the lip of the radiator cover, before refitting it back to the car. After that prep, the new Forge part simply clipped onto the factory pegs as per OE, sitting neatly in front of the radiator pack. Having checked that the intercooler was precisely level, Dom then carefully drilled a 6mm hole through the bracket on the end tank into the factory plastic mount behind, before fixing the intercooler with the nut, bolt and washer supplied. After that, and it's perhaps quicker to write than it is to achieve, re-assembly was the reverse of the

original procedure, as the old saying goes.

With the bumper back on, the new part was practically invisible - just how owners seem to want their parts these days. When strapped to a dyno however, any S1 thus equipped makes it patently obvious that this new part is there - and very much

test car, with an aftermarket ECU solution mapped in, this new intercooler netted a most welcome power increase of 10bhp! Not a bad effort at all. Naturally, results on different cars will vary from spec to spec, but it's clear that this new core and endtank design copes efficiently with the extra doing its job. As the graph shows, on Forge's : heat created by the tuning process.











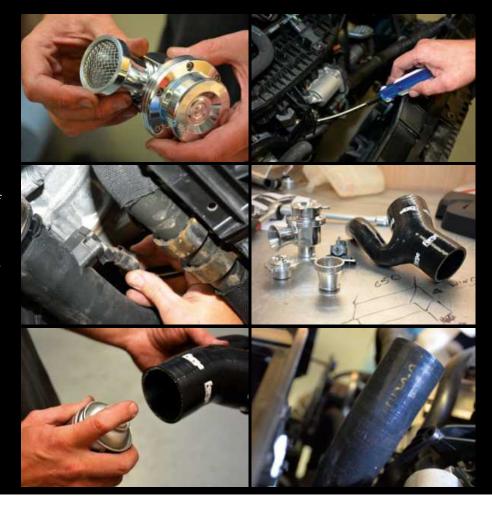
#### **Dump Valve fitting**

Another fabulous new Forge part for this car is the company's new Dump Valve. As with the intercooler, the philosophy with this kit is to give you everything you could need, including a bespoke silicone hose, all clamps, brackets, valves and wiring to make it all work in an instant. All you need to add is a little time and talent, plus a few rudimentary hand tools.

Dump valves have moved on quite a lot since the days that you could simply tee off a boost pipe and whack a valve to a smart bit of hose. These days, they're usually integrated into the ECU's functions, so without the appropriate wiring, blank plugs and valves, you'll be pinging up fault codes every time you set off.

Forge has engineered its valve to OEM standards however... well, if you exclude the rather over-engineered, fully polished housing, of course! That means, this really is a plug-and-play affair, once you have got it bolted up. This kit required the removal of the bolt near the throttle hose to be unbolted, followed by the undertray (had it not already been off, as it was here).

The radiator hoses needed to be unclipped and sensors disconnected in



order to access the plastic boost pipe, before the hose that went to the throttle could be removed. This was replaced with the rather smart new Forge version, which neatly housed the new valve. The valve was then snugged up with a hose clip and neatly mounted with a rubber-lined 'P' clip for shake-proof integrity. Like I said, dump valves have come a long way!

Then the OEM valve needed to come out, which was hidden under the inlet pipe from the filter. Then, wiring disconnected and valve removed, the Forge kit had a smart blanking plug to go in its place. After that, it was simply a case of wiring the Forge loom to the OEM plugs (even that was a simple clip in!) and bolting up the small vacuum pump, before installing the vacuum pipes precisely as per the instructions.

My favourite bit of this install was the superbly retro meshed trumpet that fitted atop the new valve, in order to stop any



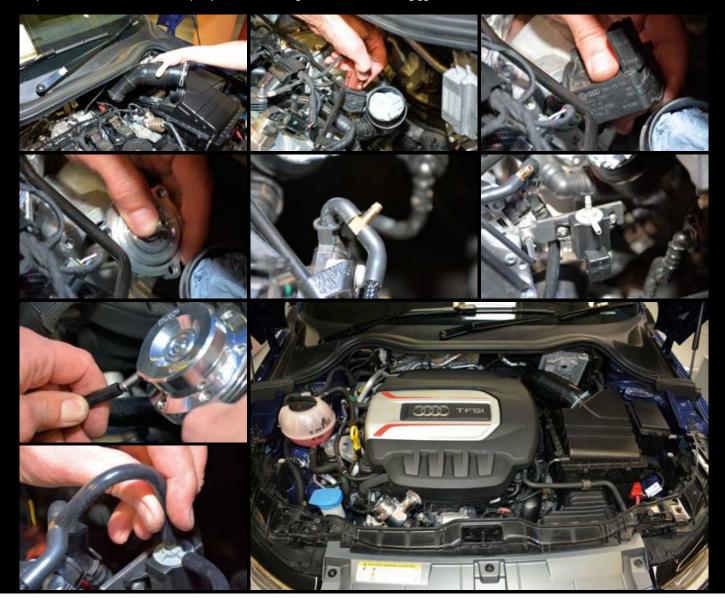
foreign bodies sitting in the valve. It is an option on this kit, but one I would imagine that most enthusiasts go for - even if only for the look! It looks like it came off a much more expensive car, which is no bad thing when you lift the bonnet!

Once fitted and tested, this greatlooking valve gives the atmo 'sneeze' that reduces grown men to childish giggles and



makes you feel more like you're hustling a Group B Quattro on your daily commute.

Offering great style, a real performance advantage and great fit and finish, these latest Forge parts are bound to be popular in S1 circles. We simply can't wait to see what those talented Gloucestershire chaps come up with next! AT









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# READERS' GALLERY

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**Top:** Keith Dempsey's 034 Stage 3 TT RS **Right:** Ewan Currie's B5 RS4





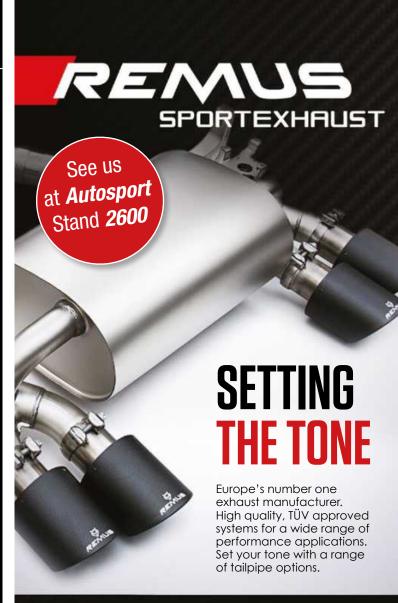


**Top:** Matt Clothier's A4 TDI S-line **Above:** Ashley Benskin's A4 DTM **Below:** Glenn Shreeve's A3 TDI





Above: Bradley Buchan's S1



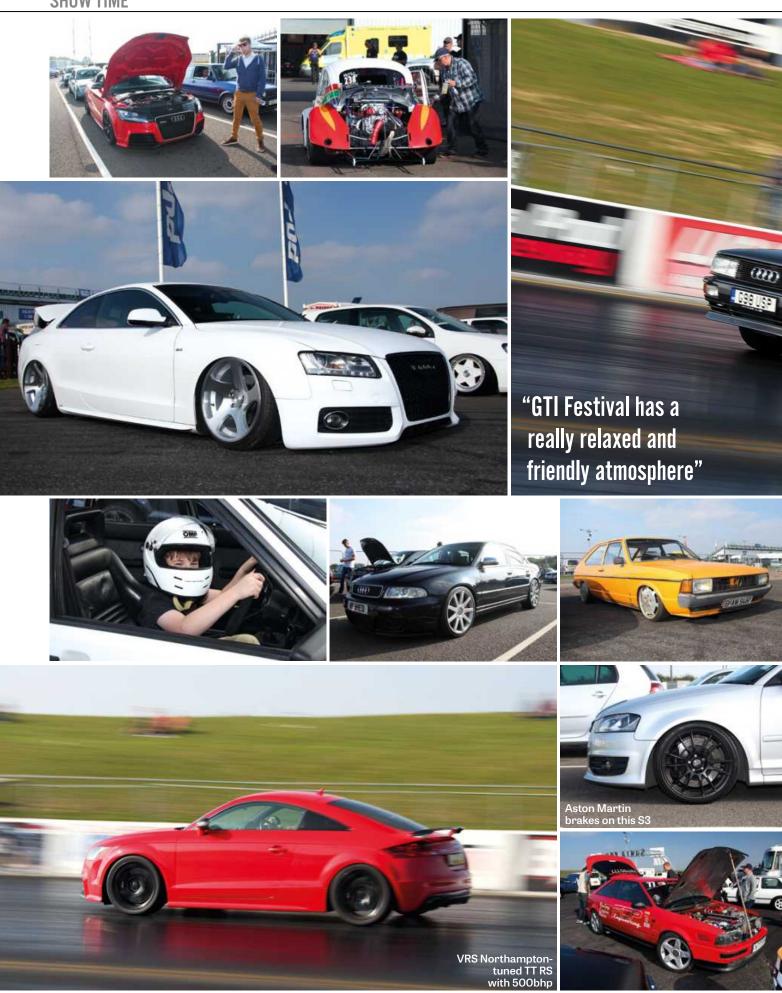




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#### **SHOW TIME**













The famous quarter mile beckons for some of the fastest Audis and VWs in the UK...

nless you've booked a full-on track day, the next best thing is a 'run what you brung' at a drag strip. The opportunity to see just what your car can do against the clock on a fully prepped surface, is what drives so many people to places like Santa Pod. So, when Stuart Elliott, owner of the ballistic 668bhp S2-engined Audi 90, that we featured last issue, invited me along to see it in action, I grabbed my Canon and jumped in the car.

GTI Festival is a well established event that always attracts a diverse mix of machinery. Everything is welcome, from stock diesel estates, to highly tuned hot hatches, through to big-power S and RS model Audis, and some really mad stuff such as old VW campers and Beetles with big-power turbo lumps. The quarter mile is the focus of the event, but there's a show 'n' shine, plus trade stands and lots of tasty cars to see.

The queue for the strip was moving quickly, so everyone got plenty of runs in, and with low temps, but bright sunny weather, the autumnal conditions were right for forced induction cars. Highlights of the day included Stuart's II.Isec run in his Audi 90 (he'll be in the tens next time!), David's immaculate red TT RS with 500bhp, fully forged engine that was savage off the line and FRT Motorsport's 1000+bhp 9.Isec S2 drag weapon.

With access to all of the competing cars that are parked up between runs, you can wander over and chat to people to find out what they'd done to their engines and how they were getting on. GTI Festival has a really relaxed, friendly vibe that was great to be a part of. Thanks to Santa Pod and the GTI Festival team for inviting us along – make sure you keep your eyes on the Pod's calendar for the date of 2016's event.

#### **SHOW TIME**





#### **AUDI S2**

Regis Le-Caer, of FRT Motorsport in France, brought along his savage 1000+bhp S2. This monster of a car achieved a 9.103 @ 159.06mph - no wonder he runs a parachute on the back! The S2 now runs an R30T engine, an R32 block with a 2.8 crank and custom pistons, and of course, a huge turbo. This one revs to an insane 9,000rpm!































#### **AUDI 90 QUATTRO**

We featured Stuart Elliott's super sleeper last issue, but for those that haven't seen it, this VRS Northamptontuned car is packing a forged 668bhp S2 engine with GTX3576 turbo, 1100cc injectors and MoTec M84 ECU mapped by Dave Rowe. With anti-lag and launch control, this unassuming 80s saloon has real ten-second potential and a better power to weight figure than a McLaren F1. Impressive stuff.



### SPLIT SCREENS

Most Split Screen vans are driven at 29mph by dudes in flips-flops with a surf board on the roof. But this nutty VW was packing a 600bhp 3.0 turbo lump. It went up against the Fire Bus with a 280+bhp engine with 150 shot of nitrous. On this occasion the Fire Bus came out on top with an 11.7 quarter. Not bad for a 40+ year old van!



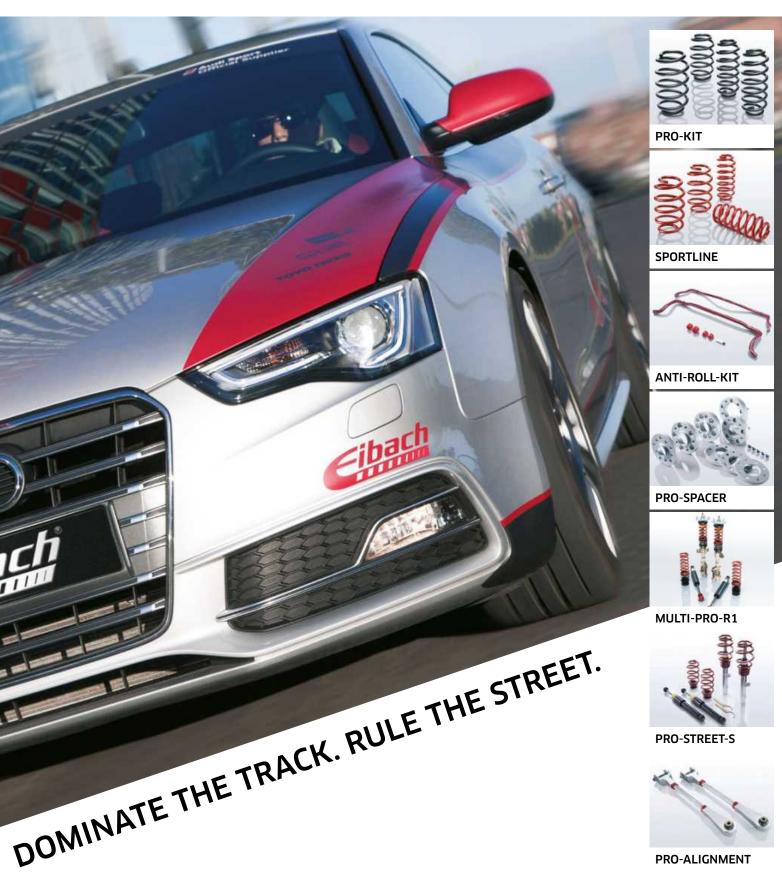












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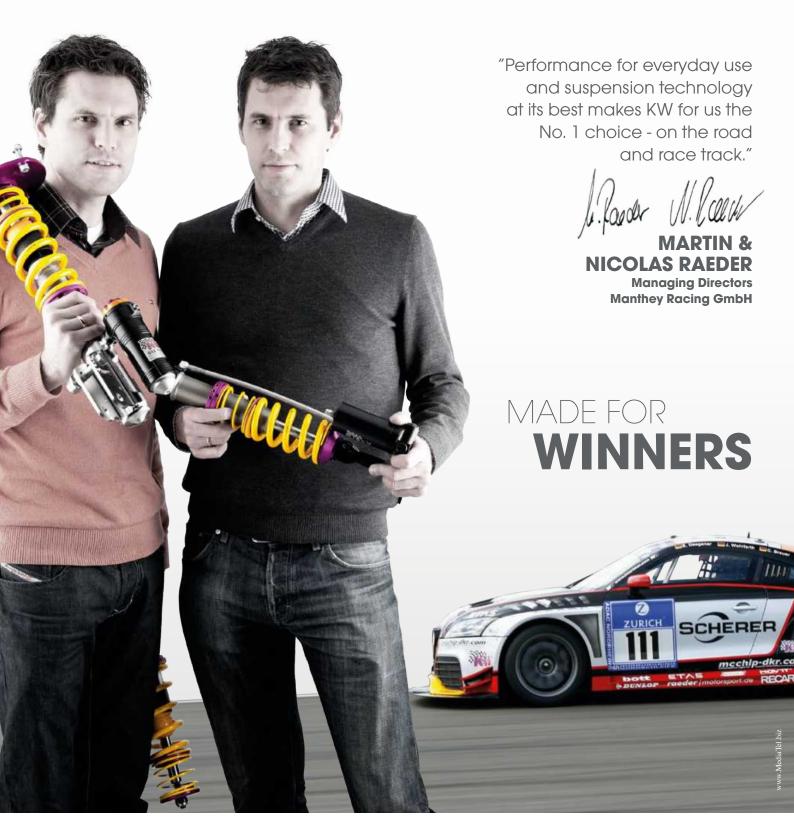


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